NEW ZEALANDERS LEARN HOW TO DEAL WITH THE ENEMY TANKS

On an artillery range somewhere in England this New Zealand anti-tank battery, one of the first New Zealand units to arrive in this country, is practising going into action against dummy tanks. The guns have been taken off their rubber wheels and placed on timber supports, and in the background stands a "spotter" watching the effect of the fire. In the last war New Zealand sent to the war 124,000 men out of a population of only 1,000,000, and she intends to do even better this time.

Photo. Short and General

In Finland the Guns Were Silent at Last

Since March 13 there has been peace in Finland—a peace, as the "Osservatore Romano," organ of the Vatican, described it, "written in blood on the last snows." Yet at least the Finns, by their courage and sacrifices, had been able to retain their independence.

THE "Cease fire" sounded in the Russo-Finnish war at eleven a.m. (10 a.m. Finnish time) on March 13. Right up to the last moment there was fierce fighting on nearly all the fronts; Bolshevik bombers were raiding far behind the firing-line, the Finnish anti-aircraft guns were in action, and the Red troops continued their advance across the ice against the Finnish positions on the southern coast. Then there was silence; the war was at an end.

The first news that many of the Finnish public had of the armistice was contained in the broadcast by M. Tanner, the Foreign Minister, that same morning. As he announced the terms flags were flown at half-mast, and while some who heard them stood or sat in stony silence, others could not control their tears. The terms, indeed, were terribly hard, and they seemed all the harder because the iron censorship had prevented any spread of the knowledge of the Finns' precarious military situation. The whole of the Karelian Isthmus, including Viipuri—gallant Viipuri which even yet had not submitted to the tread of the invader—the shores of Lake Ladoga, territory about Kuolajaervi, islands in the Gulf of Finland, all this was to be handed over as the price of defeat. Hango, too, was to go—to be leased by Soviet Russia for a period of 30 years; a new railway was to link Kemijaervi and Kandalaksha; a Soviet corridor was to be granted across Petsamo territory. Finally, Finland was to give a pledge of non-aggression and to enter into a new trade agreement with Moscow.

Such Carthaginian terms were hard to bear, and certainly undeserved. "We were not responsible for this war," said M. Tanner, "but our country was forced to defend itself. The fight has been hard. Our army has had to exert all its strength. Our defence has surpassed all our expectations. The army command has been right on top of its task. Our men have conducted themselves, I will not say like heroes, but like men. Only on the southern front have we retreated to any extent." But, he went on, Finland is small; reinforcements were necessary, but only volunteers were forthcoming. Repeated requests and appeals to the Scandinavian countries remained without response. The Western Powers had offered to send a fully-equipped expeditionary force, but how could these troops get to Finland?

The only possible route was through Sweden and Norway, but these countries categorically refused to give free passage. The terms, M. Tanner concluded, were unexpectedly heavy, but the Government considered that peace was to be preferred to the continuation of an uncertain war.

With such words of moving sadness Finland's Foreign Minister acquainted the people with the fact of their capitulation; and with words equally touching in their solemnity Field-Marshal Mannerheim, Commander-in-Chief of the Finnish army, issued an Order of the Day which was broadcast to the soldiers who had fought with such heroism and devotion under his command.

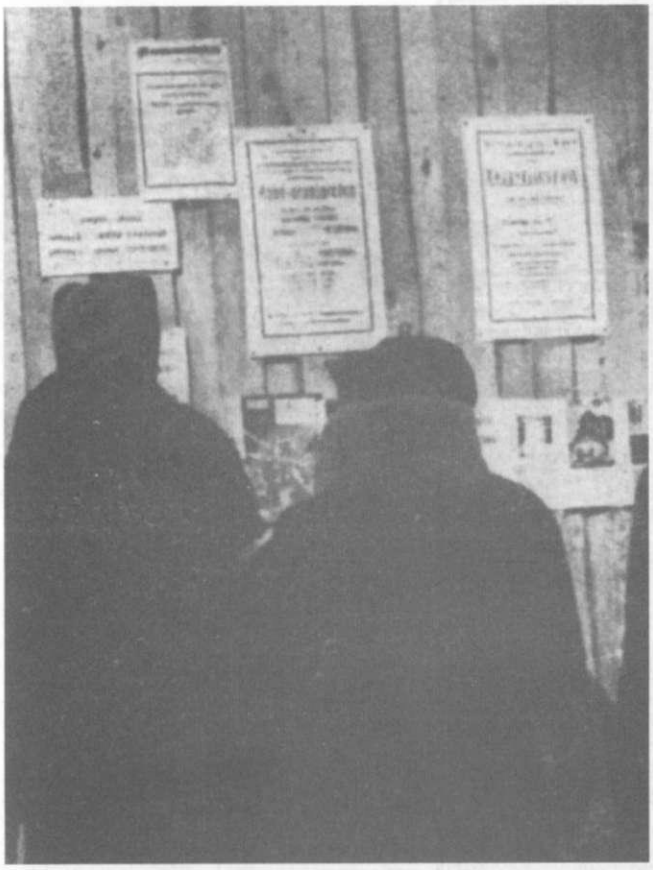
"Soldiers of the glorious Finnish Army," he began, "peace has been concluded between our country and the Soviet Union, an exacting peace which has ceded to Soviet Russia nearly every battlefield on which you have shed your blood on behalf of everything we hold dear and

Homeless and starving, Finnish women are fleeing to Denmark for safety. Here is a young Finnish mother who has just arrived in Copenhagen with her baby.

Besides losing her most important port, Viipuri, one of the peace terms to which Finland was forced to agree was the leasing of the strategical peninsula, Hango, at the entrance to the Gulf of Finland, to Russia for 30 years. The Soviet are to pay a yearly rent of about £30,000; and the whole peninsula including the port of Hango, of which this is a general view, is to become a Russian military base.

Photos, Keystone and Wide World

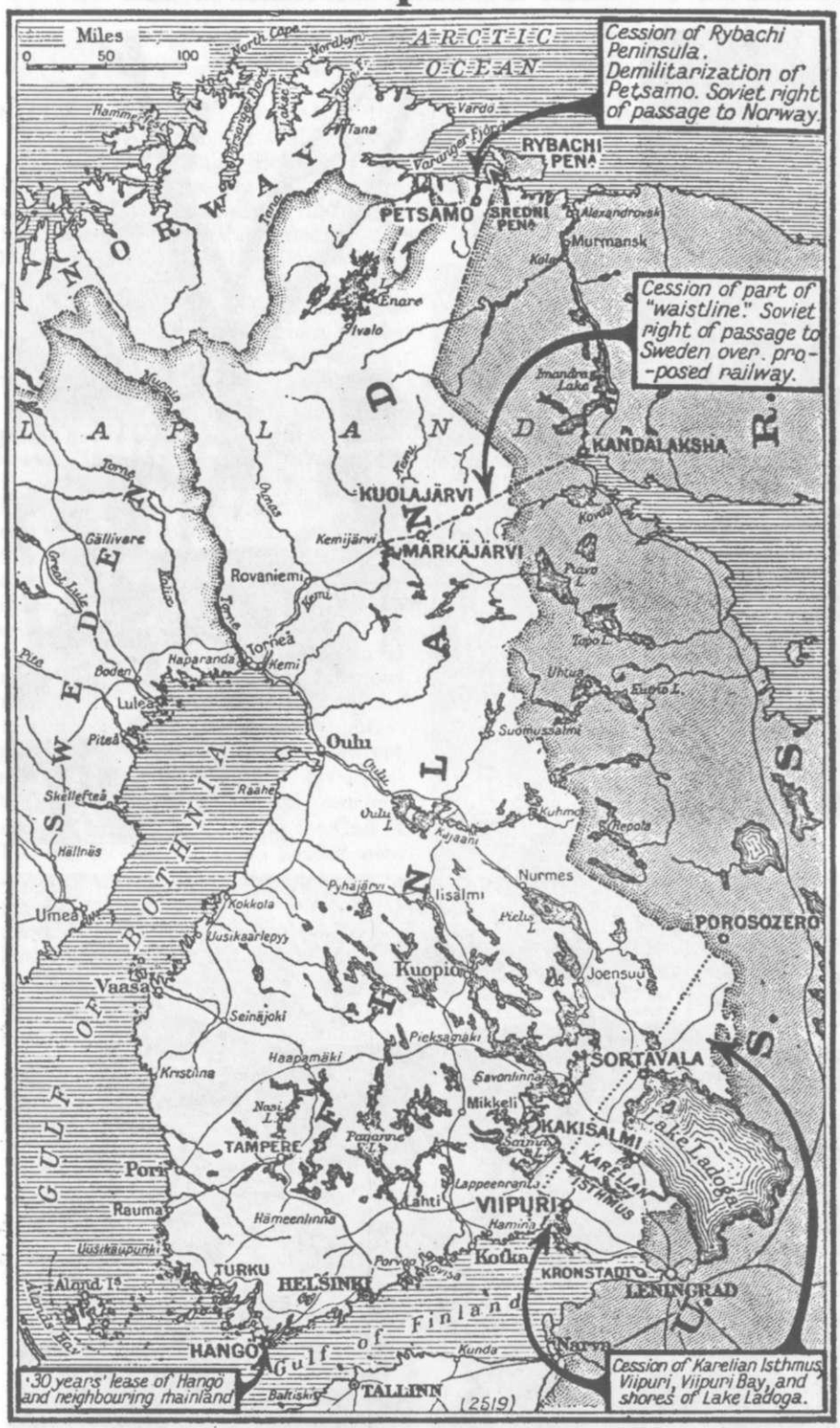
'A Peace Written in Blood on the Last Snows'



Photos, Keystone and Fox

The photograph top left shows Finns reading in bitter sorrow the proclamation of peace. Right is a typical scene in a defenceless Finnish village on which Soviet airmen have rained death. The few pieces of furniture were rescued from a house of which now only the brick chimney remains. In the lower photograph villagers are passing to and fro along the main street to offer help to those whose homes have been wrecked.

Red Russia Imposes Her Will on Little Finland



How important were the territorial concessions wrung from Finland is apparent from this map which indicates the main features of the treaty concluded in the Kremlin on March 13, 1940. Delimitation of the new frontier was left for negotiation. *Courtesy of "The Times."*

The Finnish War in Brief

November
- 28 Russia denounces Non-Aggression Pact with Finland.
- 29 Russia severs diplomatic relations.
- 30 Red Army attacks by land, sea and air. Helsinki, Viipuri, Petsamo bombed.

December
- 1 New Finnish Cabinet formed with Dr. Ryti as Premier. Russia states she is not at war with Finland, refuses to recognize Govt. and sets up a puppet Govt. at Terijoki.
- 2-3 Finns repel Red attacks on all fronts.
- 11-14 League of Nations asks Russia to cease hostilities and expels her from the League on her refusal.
- 15 Finns withdraw from Salmijaervi, blowing-up nickel mines.
- 20-23 Finns wipe out Russian 165th and 18th divisions.
- 27 Viipuri badly damaged by Russian long-range guns.

January
- 8 Fierce fighting on Salla front. Russian 44th division wiped out.
- 14 Russian counter-attack on Salla Front.
- 18 Russians forced to retreat 30 miles on Salla Front.

February
- 7 Massed Red air attacks. All large Finnish towns bombed.
- 13 Russians take advance positions on Mannerheim Line.
- 16 Sweden rejects Finnish appeal for direct military aid.
- 26 Britain and France prepare to send men to Finland.
- 29 Russians four miles from Viipuri.

March
- 3 Reds reach Viipuri suburbs. Finns retreat and fire town.
- 7 Russians offer peace terms, but fighting continues on Viipuri front.
- 11 Russian demands in peace terms revealed.
- 12 Finns accept. Cease fire 11 a.m B.S.T.

sacred. You did not want war ; you loved peace, work and progress, but you were forced into a struggle in which you have done great deeds—deeds which will shine for centuries long in the pages of history.

"More than fifteen thousand of you who took the field will never again see your homes, and how many are there of those who have lost for ever the ability to work. But you also dealt hard blows, and if two hundred thousand of our enemies are now lying in snowdrifts, gazing with unseeing eyes at our starry sky, the fault is not yours. You did not hate them, nor wish them evil ; you merely followed the stern law of force—kill or be killed.

"Soldiers, I have fought on many battlefields, but never have I seen your like as warriors."

The Marshal concluded by saying : "I am as proud of you as though you were my own children. . . . I am as proud of the sacrifice of the child from the lowly cottage as of the child of the wealthy."

While the news of the armistice was welcomed inasmuch as it put an end to the tale of slaughter, the grimness of the terms on which it had been granted was almost universally deplored, and nowhere more so than in the Scandinavian countries, who could not but feel that their sister nation had cause to reproach them for the part which they had played—and still more, for the part which they had not played—in her fight for liberty.

In both Sweden and Norway the public were stunned by the news, and there was a widespread feeling that Finland's fate today might well be theirs tomorrow. They searched their consciences to see if they ought to, or could, have done more in Finland's defence ; they found themselves the object of almost world-wide criticism, more particularly after M. Daladier's announcement in the French Chamber that since the beginning of February the Supreme War Council of the Allies had been ready to send men to Finland, and that since February 22 a French army of 50,000 men and a large British force had been equipped and assembled and waiting, ready to leave, in ports of the Channel and the Atlantic.

But their critics forgot what they realized all too well—that the abandonment of a policy of strictest neutrality would almost certainly involve the descent upon their shores of Germany's legions.

So this latest tragedy in the European scene dragged out its course. On March 15 the Russian troops advanced to the positions agreed upon in the treaty.

Eternal Vigilance Must Be France's Watchword

Men in the French observation posts (above) on the banks of the Rhine are continually on the look-out for any enemy movements. The loopholes of one casemate look across Kehl bridge. (right)

Always listening for suspicious sounds of the enemy's movements, a French patrol waits ready to fire at their invisible target. This is a trying task made doubly arduous by the weather.

Winding their way along a frozen trench on the Western Front, this French reconnoitring patrol (right) seems to be far away from any possible scene of battle. But the gas-alarm signal on the left, improvised from an old sheet of corrugated iron, leaves no doubt as to the imminent possibility of enemy attack. Each man on patrol is wearing a fleece-lined windproof jacket and, as with our men, the home-knitted Balaclava helmet is not only popular but a real necessity in such wintry conditions as are revealed in the photo.

Photos, Central Press, Topical and Keystone

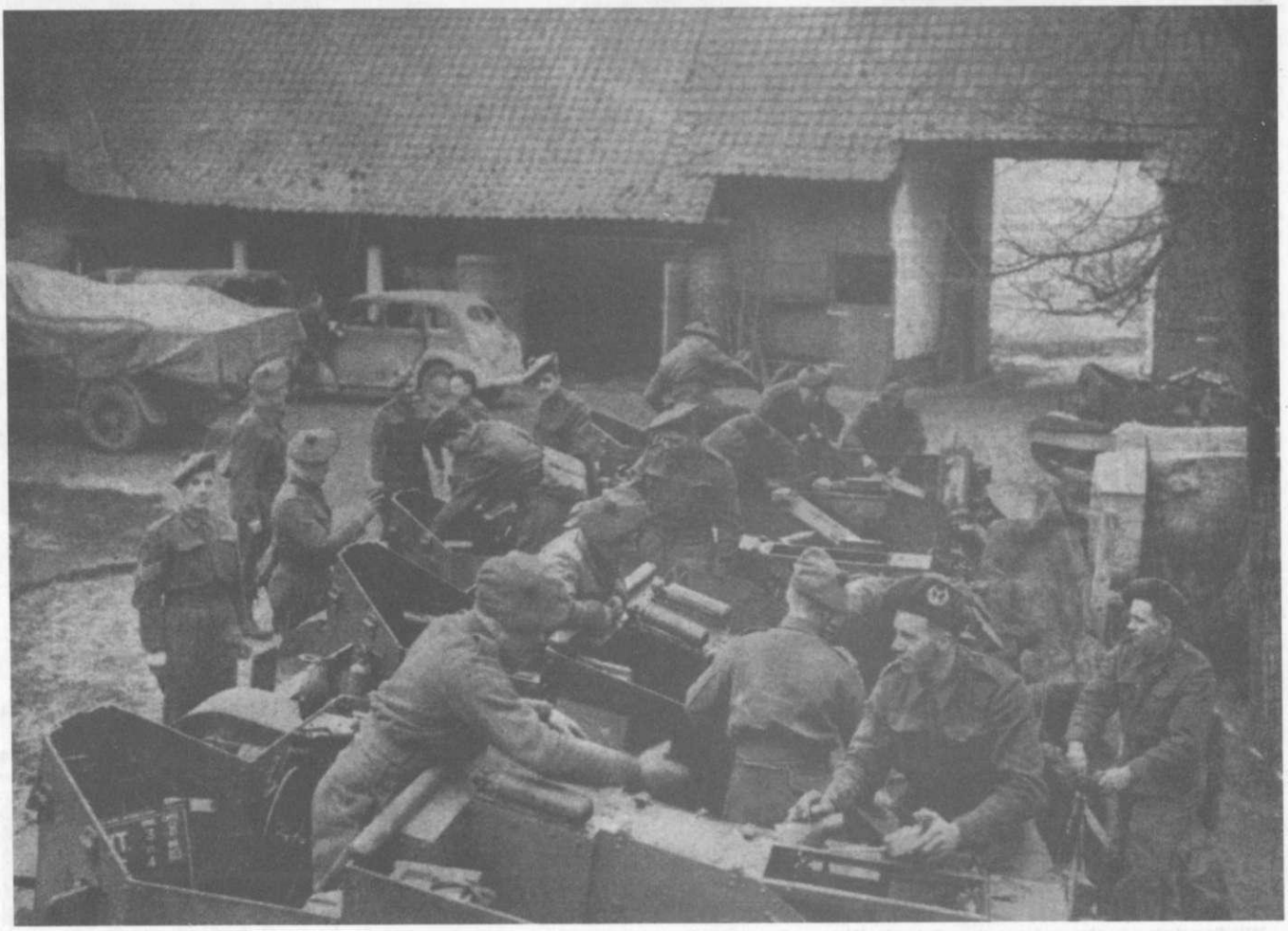
Famous Regiments at the Front

Royal Irish Fusiliers

Pictured in this page are two more of the famous regiments now represented amongst the B.E.F. In the Great War the Royal Irish Fusiliers had a separate identity, but they are now linked with and form one corps with the Royal Inniskilling Fusiliers. The Gordon Highlanders originally consisted of a body of young Highlanders raised in 1788 by Colonel Robert Abercromby, and later becoming the 75th Regiment of the Line.

Gordon Highlanders

These men of a battalion of the Royal Irish Fusiliers were photographed while they were on fatigue duty in the forward area occupied by the B.E.F. They give the photographer the salute of "shovels up." The Royal Irish Fusiliers are normally recruited in Northern Ireland, but many of the men from all parts of Ireland who have enlisted in the British Army have elected to join this famous regiment.



Men of a battalion of the Gordon Highlanders now in France are cleaning and attending to their Bren gun-carriers in a French farmyard. The order has gone forth, and has been accepted with great reluctance, that men in the fighting zone are not to wear kilts but battledress, which is now worn by all branches of the Army. For work such as this it is obviously more suitable than the kilt. *Photos, British Official: Crown Copyright*

Glad Are They to See Old England Again

As the leave boat bringing men of the B.E.F. home from France draws near the quay smiling soldiers crowd to the rail. The man in the centre proudly holds aloft his trophy—a German helmet. These men were among a thousand officers and men whose disembarkation the King watched at a south-eastern port on March 14. One sergeant, left, had the surprise of his life when he found it was the King who took his ticket. *Photos, "Daily Mirror" and Planet News*

In the Forward Zone With the Nazi Soldiers

In a little village in No-Man's Land that has changed hands more than once, German soldiers blow up an obstruction which the French outpost had left behind them so as to delay any sudden attack in the rear.

In the attic of a tumbledown old house a German artillery observer takes a sight at his intended target through his periscope-like instrument.

On the heights of Spicheren, near Saarbruecken (left), a monument commemorates a fierce battle of a war that Germany won, the Franco-Prussian war of 1870. In his victorious army old Field-Marshal von Steinmetz had no such transport as these eight-wheeled armoured cars of the German Army of today.

Photos, Wide World, International Graphic Press, and Sport & General

FINLAND'S FATE: FACTS FOR THE FOOLHARDY

They Lie Who Said the Allies 'Betrayed' the Heroic Finns

By the Editor

(5) For a time the unequal struggle along Finland's frontier changed the focal point of interest in the war, but a study of the geography of North Eastern Europe will demonstrate that one condition only could have changed the ultimate issue of the war against Germany . . . the immediate decision of the other three Scandinavian neutrals to invite the Anglo-French armies and navies to make of their lands and territorial waters a decisive battle-ground. And for this purpose hundreds of thousands of men and large fleets of the British and French navies would have had to be engaged.

These are facts which the Historian will endorse one day and fully document.

THE history of little Finland's superb resistance to the onslaught of Soviet Imperialism has been told from week to week in our pages; its sad ending in this number. It would be foolish to deny the disappointment with which all lovers of liberty contemplate the terms of the "peace" that has been forced upon Finland, in minor measure by weight of Russian arms, and in major measure by the unwillingness of Sweden and Norway to take up arms in aid of their Scandinavian neighbour and eastern bulwark of their democratic institutions. Yet, who expected the Finns finally to triumph over Russian brute power? The marvel is they stood up so long. But it is subversive for Englishmen to shout that the Finns have been betrayed by the Allies, and those Americans who join in stigmatizing Britain in similar terms are amongst the meanest and most despicable of all neutral critics.

THE fate of Finland has given rise to an astonishing amount of confused thinking throughout the world and in some circles within the British Isles. In particular, certain fiery young journalists whose true pre-occupation is to rake the photographic agencies for saucy studies of the lovely legs and plump posteriors of film stars, bathing belles and showgirls wherewith to boost the circulations of their journals, have suddenly set themselves up as authorities on international affairs, and "told the world" in hot-blooded headlines that Britain has betrayed the Finns and all but lost us the Victory at which we are aiming—a victory which only they know how to encompass.

These lusty lads are as dangerous as the timid defeatists who would have peace at any price—nay, worse, for they would have rushed us into extended war at any price without even making a scrutiny of a map of Scandinavia. Let's beware of such temerarious tiros, who write glibly of having "the vast majority of the people" with them, for of a surety if they had their way we would be in for a choice between an early and inconclusive peace and a five or even ten years' devastating struggle.

Let's Consider the Facts

WHAT are the facts of the situation resulting from the surrender of Finland? What the facts that produced it? I propose to examine these briefly but with no attempt at completeness, which would demand a volume rather than a page.

(1) The Soviet attack on Finland was part of a deep-laid plot between the two blood-stained dictatorships that made common cause to extend their frontiers and to overwhelm certain of their weaker neighbouring states. Within a few days of shaking hands on their unclean bargain Hitler gave the word to attack Poland, and the Anglo-French Allies had no alternative but to declare a state of war with Germany.

(2) *The Bolsheviks' cheap success in the partition of Poland, where Germany had done the massacring, provided the urgent impulse to strengthen their strategic frontier against the Scandinavian states, and in the eastern arm of the Baltic, against their partners in plunder, whose Baltic littoral had been nicely rounded off by the disappearance of the Polish Corridor. Hence the Soviet request for certain territorial concessions from Finland formally presented in October 1939.*

(3) Had these concessions been granted by the Finns they would have been used by the Bolsheviks precisely as the Munich agreement of September 29 was used by the Nazis . . . the first step to final engulfment, and the eventual Bolshevizing of Finland.

(4) *But the Finns, with the object lesson of Czechoslovakia so recently provided for them, refused Comrade Stalin's demands, and when on November 30 the Bolshevik legions were hurled against them, stood firm in one of the most heroic fights for freedom in all history.*

Natural Difficulties the Decisive Factor

A LITTLE consideration will show any person capable of impartial judgement that, willing as the Allies were to send substantial aid to Finland, that could have been achieved only with the open approval and co-operation of Norway and Sweden in honouring their obligations as members of the League of Nations.

Nevertheless, forces which might have enabled the Finns to withstand the Russian pressure for some months to come and to have reduced substantially the effectives of the Glorious Soviet Army were actually ready for dispatch, in the hope that Finland's two neighbours might have proved strong enough to resist the Nazi machinations which were threatening them as an aggravation of the Soviet pressure. There were even those in Britain mad enough to counsel a full-fledged expeditionary force to invade Norway and Sweden in the typical Nazi style, and crash its way through to the aid of Finland! In the retrospect, the idiocy of such a plan of campaign must surely be evident even to its advocates. Its cost in men, material and ships would have been enormous; for every form of German devilry would have been directed against any Allied expedition sufficiently strong to fight both Russia and Germany on Scandinavian soil . . . its success by no means assured.

NOBODY should blame Norway and Sweden for their unwillingness either to run the obvious risks of Nazi hostility by land and sea in opening their gates to the passage of Allied forces, or, by joining their arms to those of the Allies, to turn all Scandinavia into a principal theatre of the War. Yet those were the alternatives confronting them. Little wonder they barred the way to the friendly invasion of the Allies, and less that Finland, knowing the geographical difficulties, did not care to urge an extension of the sacrifice which she herself had made, and the hopelessness of which, after a hundred days of desperate fighting, was only too apparent.

Have Norway and Sweden Helped?

THE defection of Norway and Sweden, whose peoples may not be cast in the heroic mould of the Finns, and like all peace-loving peoples would prefer to evade conflict unless they have been the object of actual hostilities, is understandable. Moreover, it may be that they did a service to the Allies in making it impossible for us to attempt any formidable military and naval operations in aid of Finland which might—almost certainly would—have turned their territories into a major war zone.

It is true that the shocking "peace" to which Finland has agreed may be looked upon for the present as an important political triumph and military success for Germany in assuring her of Sweden's iron ores and other essential imports that reduce in some measure the effectiveness of the British blockade, but the second condition of the War cannot be regarded as worse than the first—not so bad indeed as it was in 1914–18, when Sweden was a centre of German sympathy and supplies.

One of the great handicaps to the Allies in this War and in the crises that preceded it has been the geographical difficulty of materially helping the menaced peoples to whom common ideals of Democracy unite them — Czechoslovakia, Poland, Finland. Though the great issues of the War—if indeed it ever arrives at any mighty conflicts by land, sea, or air—are likely to be decided elsewhere, the Czechs, the Poles, and the Finns will rise again, thanks to Allied arms, as the Belgians, Rumanians, and Yugoslavians did after 1918.

On the Fringes of the War: Norway

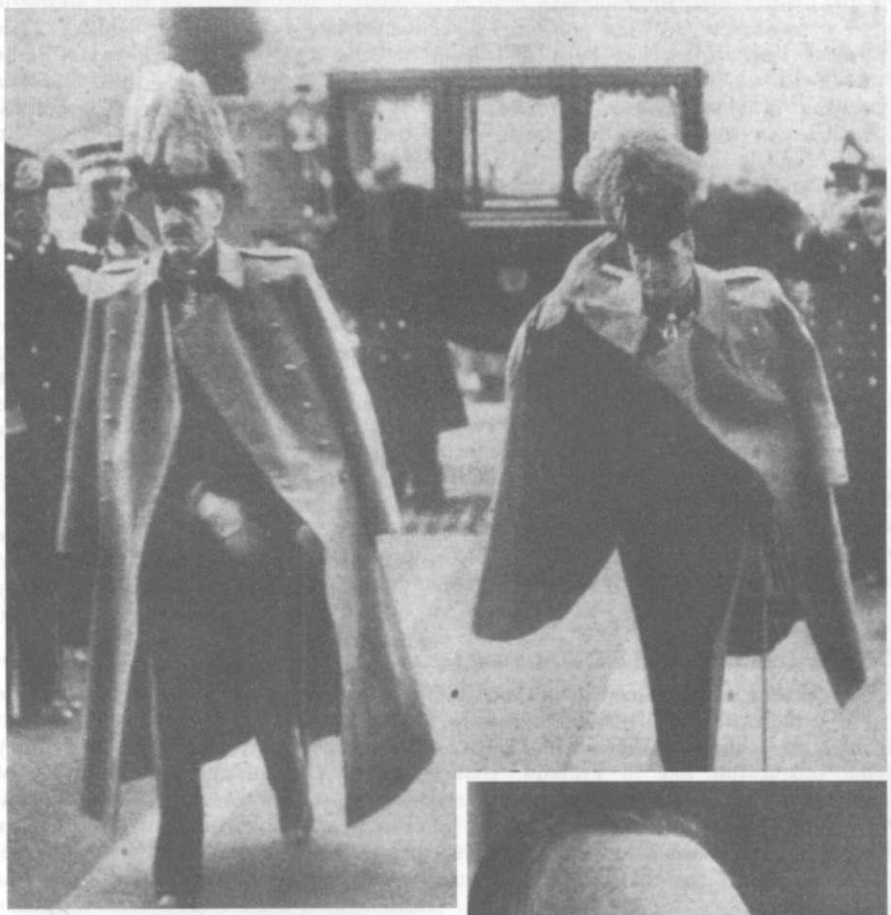
In this, the second of our series of chapters describing the neutral countries of Europe, we read of Norway, whose granite cliffs present so bold a front to the storm-tossed waters of the Atlantic. Something is said, too, of the little country's special difficulties and dangers in a continent at war.

SINCE the days of the Vikings a thousand years ago and more, the people of Norway have taken to the sea, whether as fighters, fishers or traders. Although her population is only just under three millions, Norway is one of the great shipping nations of the world—the greatest, indeed, in proportion to her population. Her mercantile marine consists of nearly 2,000 ships of a total tonnage of approximately five millions. In this respect she is surpassed only by Britain, the U.S.A. and Japan. At the present time 100,000 of her menfolk are engaged in the cod, herring and mackerel fisheries; the world's whaling fleets are manned almost entirely by Norwegians; and thousands more of her hardy race serve under the Norwegian flag in the ships composing her great mercantile marine.

Agriculture and forestry provide a livelihood for about a quarter of Norway's people. There are said to be 250,000 farms in the country, 95 per cent of which are worked by peasant proprietors. The great majority consist of less than 25 acres of arable land apiece. For the most part they are to be found along the shores and at the upper end of the innumerable fjords, and often they have attached to them grazing grounds high up in the mountains.

To these elevated pastures the cattle are driven in the spring by the girls and young women of the farms, who remain with them all through the summer, living in one-roomed wooden huts known as saeters. The men come up at intervals from the farms in the valley below to carry away the cheese and butter made by their womenfolk.

In the thickly-wooded uplands may be found the foresters, cutting down the trees which are prepared in the numerous sawmills for timber for export; and the manufacture of wood pulp for paper and cellulose gives employment to thousands more. Some of the mountainous districts contain minerals—iron, copper, nickel and silver; and hydro-electric power, based on the enormous water supplies from rivers and falls, has led to a great development of electro-



King Haakon of Norway (left) and his son, Crown Prince Olav, arriving to attend the opening of a session of the Storting, Norway's parliament, at Oslo.

It is Nature that has made Norway, all through the long centuries of her history, take to the water. She faces away from Europe on to the stormy Atlantic Ocean, and her coastline measuring along the shores of the innumerable fjords is 12,000 miles in length, although the distance from North Cape to her farthest south is but 1,200 miles. Three-quarters of the country's soil is barren and mountainous, unfit for cultivation, and much of the remainder is covered with primeval forests. Small wonder, then, that the Norwegians have turned to the sea. At

Johan Nygaardsvold has been the Premier in Norway's Labour Government since 1935. Right, Norway's rugged shape.
Photos, Baron, and Associated Press

Poised in a World of Rising Storm

The saeter is one of the most picturesque institutions of Norwegian agriculture. It is the hut on the higher mountain pastures where dwell the dairymaids all through the summer until the weather compels them to take their cattle home. *Photo, E.N.A.*

chemical and metallurgical industries in all parts of the country.

Like the other Scandinavian lands, Norway is an intensely democratic country, in which, though there are many poor, there are few paupers and no millionaires. She is a constitutional monarchy, her present sovereign being King Haakon VII; and that she is no parvenu among the nations is seen from the fact that Haakon VI died in 1380. Shortly after that date Norway's throne was united with that of Denmark and so remained until 1814, when the little country was detached by the treaty-makers and added to the dominions of Sweden.

That partnership was dissolved at Norway's request and by mutual consent in 1905, when she chose as her sovereign, under the style of Haakon VII, Prince Charles of Denmark, husband of Princess Maud of England. The Norwegian Parliament, the Storting, is elected by the votes of everyone over 23 by proportional representation. Since 1935 a Labour Government, with the support also of the Farmers' party, has been in office under Johan Nygaardsvold, with Professor Halvdan Koht—his name will be remembered in connexion with the famous "Altmark" incident—as Foreign Secretary. Their policy is one of moderate social reform, and extremists, whether Communist or Nazi, command few votes.

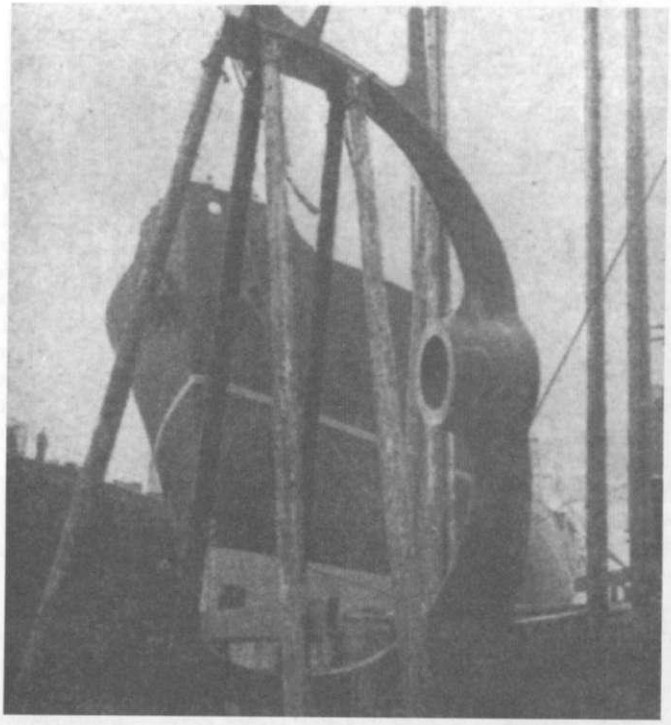
Peaceloving though Norway is, she is not immune from the possibility of sudden air attack. This model of a bomb standing in an important Oslo square is part of a campaign for A.R.P.

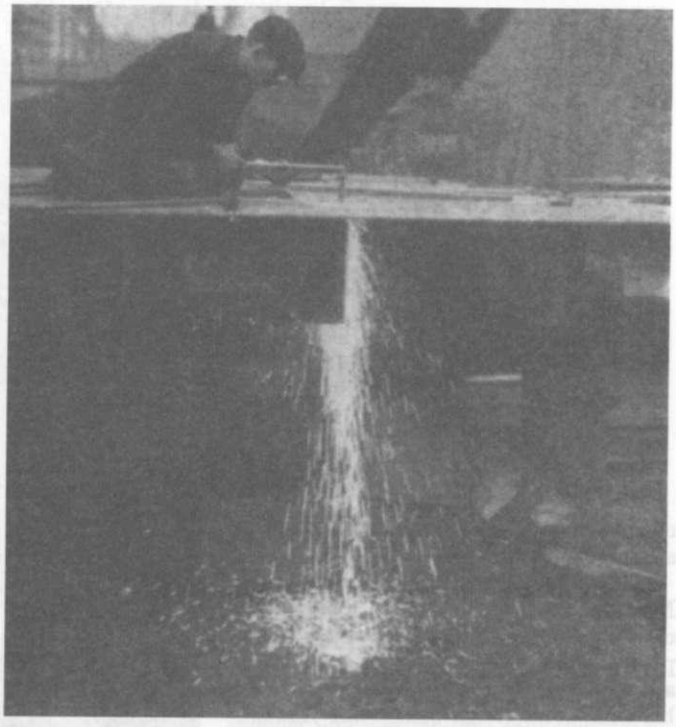
Norway has her internal difficulties—one controversy of recent years has raged over the proposed substitution of a more popular form of the Norwegian language, the Landsmaal, for the more literary Norwego-Danish Riksmaal, one of whose fruits has been the change of the name of the capital from Christiania to Oslo; but since the war began politicians and people alike have been preoccupied with the difficulties and dangers that beset a little neutral country which is at the same time a great shipping power.

In the Great War Norway lost 49·6 per cent of her total tonnage, as compared with Great Britain's 37·6; in this war her losses up to the end of February amounted to 50 ships and over 320 lives. On the whole, Norway's sympathies may be said to be decidedly pro-British, although at the same time she is naturally anxious to keep on good terms with Germany. The maintenance of her neutrality is, however, by no means an easy business, as, on the one hand, her ships are frequently sunk at sight by the Nazis because of her persistence in maintaining her age-old trade relations with Britain, while, on the other, she has to receive Britain's protests against allowing her deep and sheltered territorial waters to be used by German merchantmen and warships. The "Altmark" incident showed how delicately poised is Norway's position in a world of rising storm.

A truly maritime town with huge ships practically in its streets, Bergen, Norway's second city and principal Atlantic seaport, nestles right at the foot of the mountains. This picture of the quaint City Hall exhibits the spotless cleanliness typical of all Norwegian towns.
Photos, International Graphic Press and Keystone

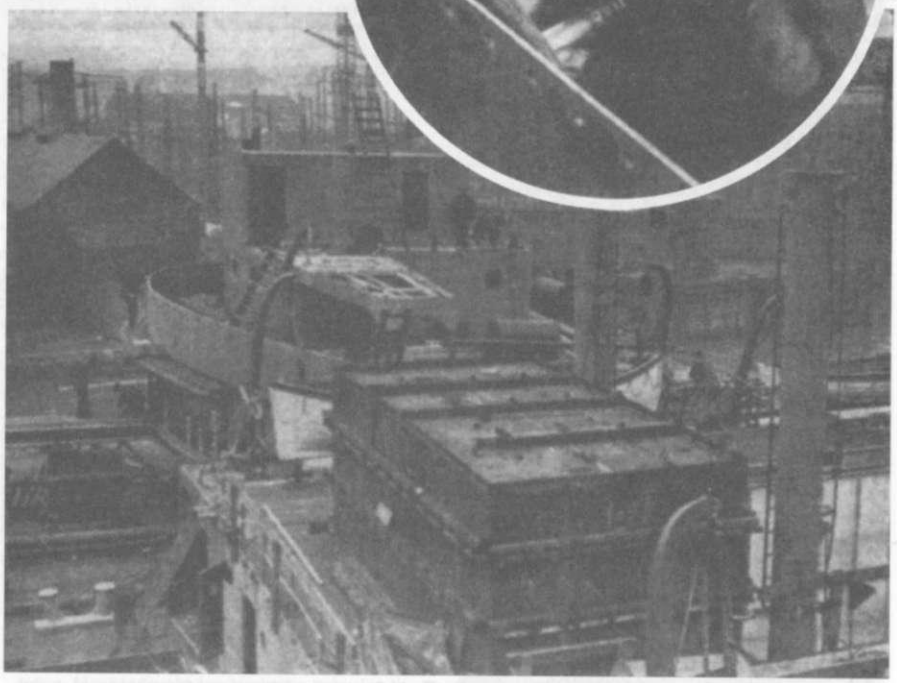
There's a Real Boom in British Shipbuilding





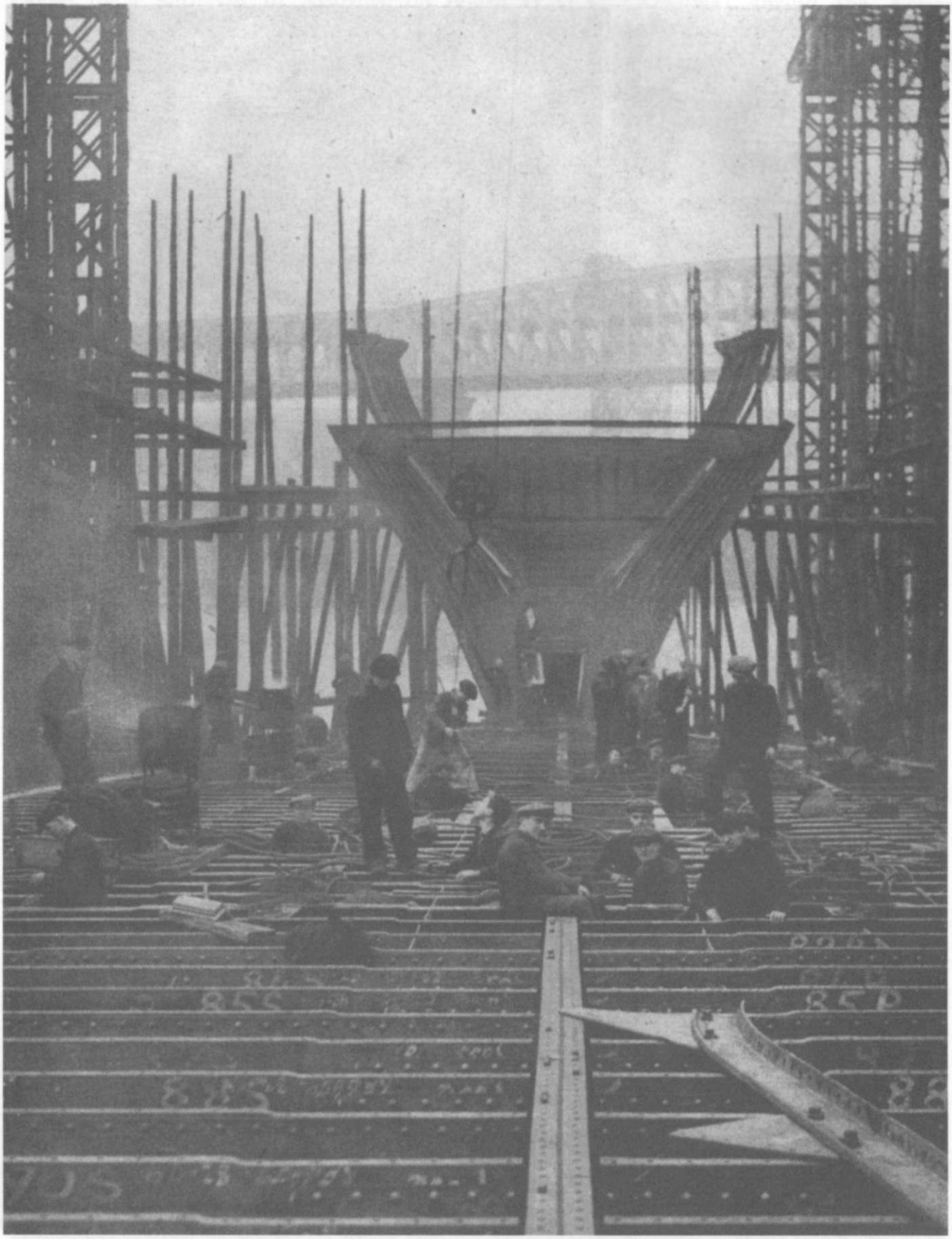
The first and last stages in the construction of a new ship are seen left. In front of a completed ship, ready to be fitted out, another ship's stern post, through which the propeller shaft passes, is ready to be riveted into position. Right, a welder is at work on a ship during the early stages of construction.

WITH Britain leading the world in what is stated to be the biggest shipbuilding boom in history, and with nearly 5,000,000 tons of shipping under construction, Germany has lost all chance of starving us out by sinking our ships. Unless Germany can devise some new and more deadly method of warfare at sea so that she can enormously increase the rate of her sinkings, we shall have replaced all our casualties by March 1941. Under the new building programme for which the Admiralty is responsible most of the ships are merchantmen of about 10,000 tons and of standard design, as thereby repairs made necessary by enemy action are easier; and as all the ships have the same speed, trouble is saved when they are in convoy.



To prevent heat radiating from the boilers of ships they are coated thickly with clay, over which an outer cover is constructed before they are placed in position. Left, workmen are claying a boiler. Right, a merchantman almost completed is being fitted out. For a long time before the war many shipyards were idle and the shipwrights had a bad time. Now most of them are at work again and, like the young riveter, right centre, wear happy smiles at being employed again and so helping to win the war. *Photos, exclusive to* THE WAR ILLUSTRATED

For Replacements are Racing the Nazi Sinkings



New ships for old is Britain's wartime shipbuilding maxim, and our shipyards are humming with greater activity than they have ever known before. Here on the stocks at a yard on England's north-east coast is a merchant ship which will soon be sailing the seas, despite all Hitler's threats. The photograph was taken when only the ribs of the stern were in position. Riveters are at work on the floor of the ship.

Photo, Topical.

Our Men Are Well Looked After in Hospital

After five years' training in a Military Hospital, Nurse Bailey makes the expert job of bandaging the foot of a wounded soldier look easy.

Soldiers who are well enough to get up are given their meals at a table in the ward—and Nurse Bailey does the serving.

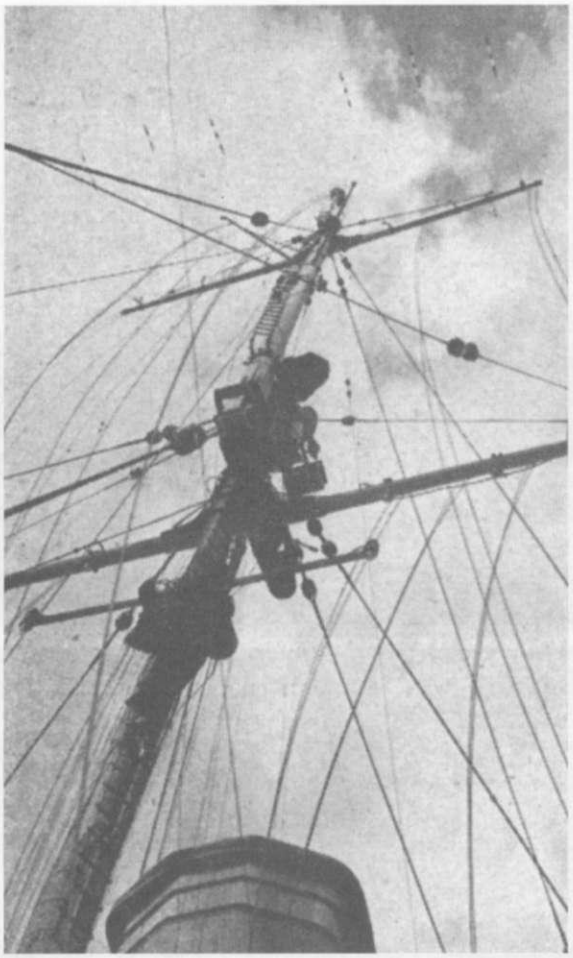
A hard morning's work done, Nurse Bailey finds time after a hurried lunch to take one of her patients, who cannot yet walk by himself, for an airing in the hospital grounds before starting her afternoon job.

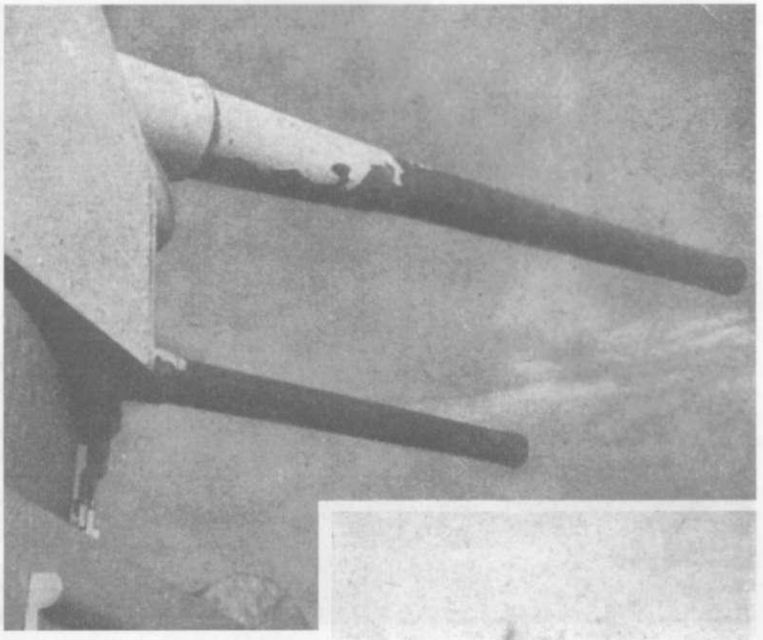
Smoking is permitted at 12.30 and Nurse Bailey helps to "light up" (centre). But the day comes when the soldier has to go back to his unit, and Nurse Bailey and the Ward Sister (shaking hands, above) come to the door to say "Good-bye."

Photos, exclusive to THE WAR ILLUSTRATED

First Photographs of the Battle of the Plate

Taken by a Sergeant of Marines on board H.M.S. 'Achilles' during the Action





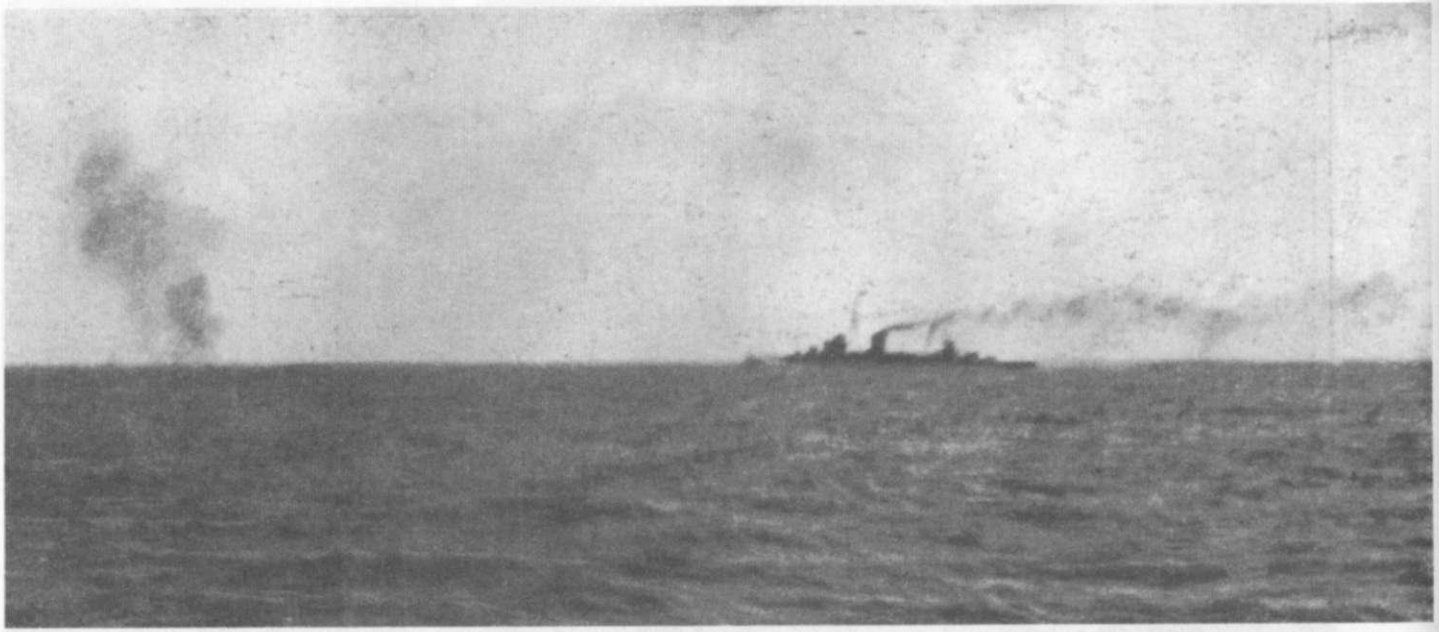
From this high eyrie above the ocean—the masthead look-out of H.M.S. "Achilles," left—there came early on the morning of December 13, 1939, the stirring news that the "Admiral Graf Spee" had been sighted. Above are two of the 6-in. guns of the New Zealand cruiser that faced so gallantly the vastly superior armament of the pocket battleship.

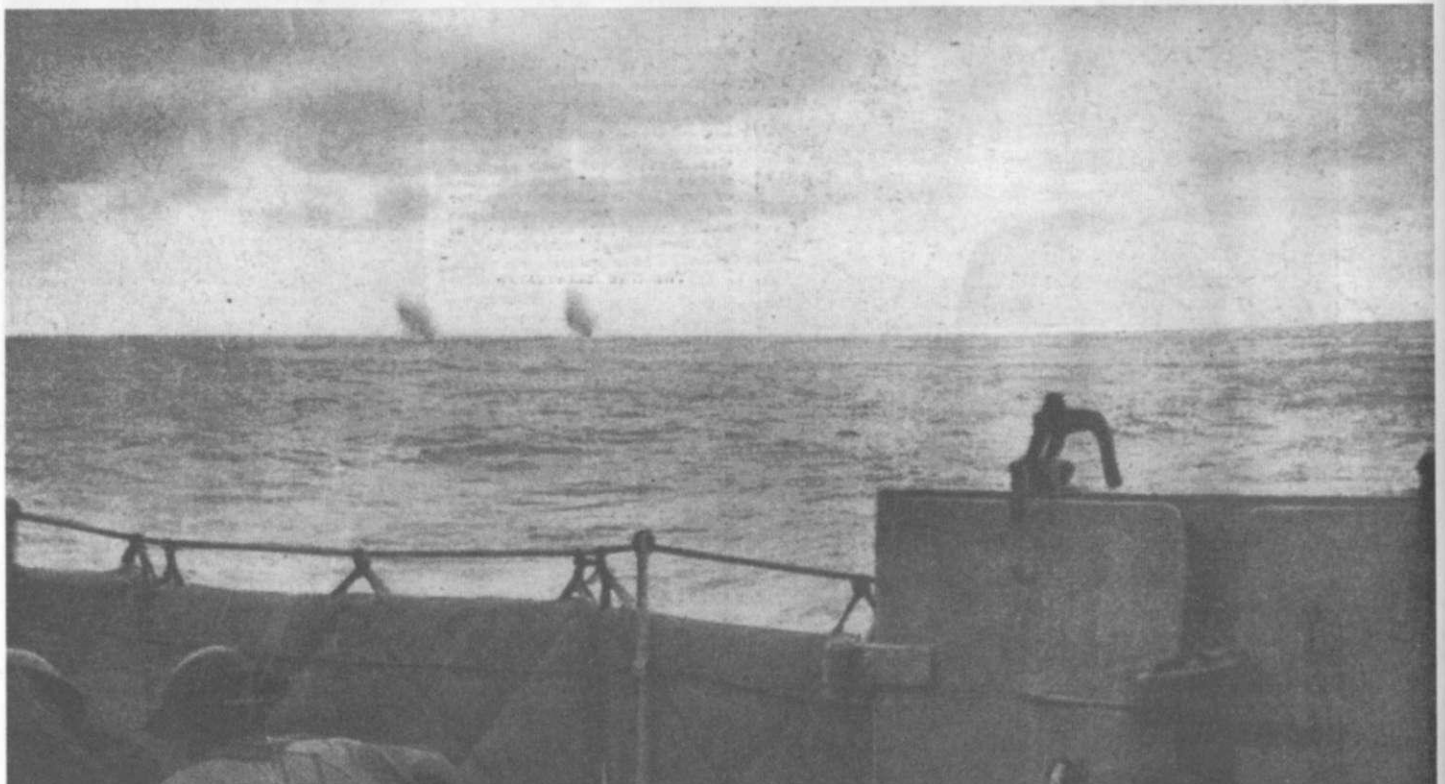
Photos exclusive to THE WAR ILLUSTRATED

Left: The time is 7.3 and the "Admiral Graf Spee" seen at a distance of about 15,000 yards has just fired a broadside at "Achilles." Just as the photograph was taken the latter fired in return; the smoke from her "B" turret is shown in the top right-hand corner. Running to the starboard side of "Achilles" our Marine-photographer was just in time to snap the splashes of the "Graf Spee's" broadside as they hit the water 200 yards over (above).

Taken in the Heat and Fury of the Action These Photographs Show the Glo

Historic and Unique Photographs of the Battle of the River Plate—Exsive Publication in Great Britain Reserve





'Ajax' in Action Seen from 'Achilles'

Approximately 600 yards from the "Achilles," from which ship this photograph was taken, "Ajax" is seen making high speed as she dashes in to attack the "Graf Spee;" she has just fired guns in her forward turrets. Though much of the action was fought at long range, victory was achieved largely by the daring rushes the "Ajax" and "Achilles" made to within as short a distance as one mile from the "Graf Spee." Captain Langsdorff of the "Graf Spee" spoke of these dashes as "incredible manoeuvres" of "inconceivable audacity."

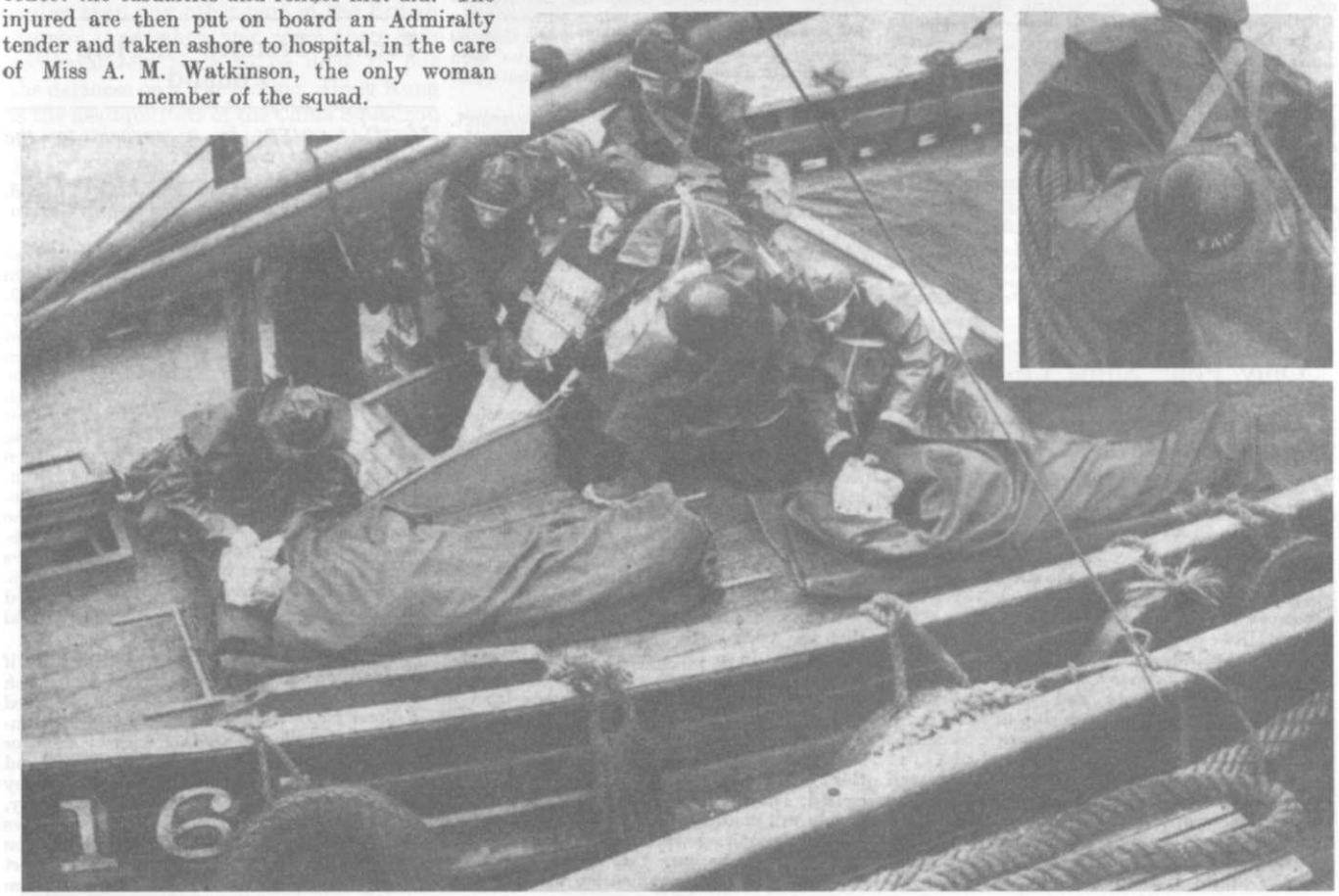
Photo exclusive to THE WAR ILLUSTRATED

The North Sea Has Its Own A.R.P. Now

Some of the crew of an Admiralty tender engaged on patrol as an ambulance ship are here on deck during their ceaseless vigil. They wear sou'westers, but in addition carry steel helmets.

Below, during a demonstration of the work of the A.R.P. Marines a casualty is being assisted over the side of the rescue ship, while a stretcher case is being carried ashore for attention.

THE savage attacks of Nazi bombers on North Sea trawlers has necessitated the institution of a new organization to deal with casualties known as the A.R.P. Marines. It consists of civilian volunteers who are drawn from men with long experience of the sea; their ships are drifters. As soon as news comes of the bombing or machine-gunning of trawlers the A.R.P. Marines make for the spot, collect the casualties and render first aid. The injured are then put on board an Admiralty tender and taken ashore to hospital, in the care of Miss A. M. Watkinson, the only woman member of the squad.



A realistic rehearsal is being carried out by men of the A.R.P. Marines in the mouth of the Humber on board a former fishing boat, the "Joan Margaret." All sorts of supposed injuries are being treated, while in the centre a man is being carried through the companion hatch in a splint jacket. Right is a back view of one of the A.R.P. Marines carrying his steel helmet bearing the initials F.A.P. for first aid post.

Photos, "Daily Mirror" and Fox

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 274*)

Chancellor's Solemn Warning to Home Front

Saturday, March 2, 1940

SIR JOHN SIMON, Chancellor of the Exchequer, in a broadcast address:

I am convinced that the greatest danger which ordinary people here at home may be running is the danger of drawing the false conclusion that because up to the present we have been able to sleep quietly in our beds, and the full rigours and hardships of war have not touched our lives, therefore victory may in the end be cheaply and easily secured.

That would indeed be a most dangerous delusion. We have opposed to us a very tough and stalwart and numerous people, inured to the severest discipline, welded into a single mass by most drastic methods which they dare not oppose, even if they wished to do so.

When I am asked to distinguish between the German leaders and the German people, I reply that I shall be ready to do so when the German people themselves make plain the distinction. But I cannot acquit ordinary German citizens of their responsibility for German aggression, for if they had not acquiesced in their leader's policy it could never have taken place. For the same reason, I would advise you to disregard or discount stories of impending internal disagreement or disruption in Germany. If it is so, so much the better.

But the only wise course for us is to resolve and prepare to face the united strength of Hitlerism for as long as is necessary, and to vow that the only possible conclusion of the war for us is that Hitlerism shall disappear. . . .

The outcome of this war is going to show whether the self-discipline of a free Democracy like ours is not a more potent instrument than the mechanical drilling of the most powerful totalitarian State.

And when we think of the heroism and the devotion of our fighting men, ready to face every peril in defence of all we hold dear, there can be no limit which we would set to our willingness to accept and endure burdens and restrictions—aye, and privation, if need be—here at home.

Only Four Ships Lost out of 2,000

Thursday, March 7

M. CAMPINCHI, Minister of Marine, in a statement to the Chamber of Deputies:

Enemy attacks on Allied communications by means of submarine, aeroplane and mine continue to be countered successfully. In six months over 2,000 ships, in 300 convoys, were escorted by French naval vessels, with a loss of only four ships. Colonial troops, Canadians, Indians, Australians and New Zealanders were brought over in convoy without the loss of a man. French ports and communications remained open, and not one ship of the French Navy had been sunk. The French Merchant Marine had lost 15 ships, of a total of 71,511 tons, or about 2 per cent. Eighteen thousand tons of enemy shipping had been added to the French merchant fleet. Twelve U-boats had been sunk by the French naval and air forces. A comparison of the losses of the neutrals and of the Allies showed that in December 37 neutral vessels and 31 Allied vessels were sunk; in January the losses were 37 neutral and 26 Allied ships, and in February the neutrals lost 27 and the Allies 21 ships.

The share of neutral nations in the total destruction of merchant tonnage was: September, 18.5 per cent; October, 25 per cent; November, 59 per cent; December, 41 per cent; January, 50 per cent; February, 46 per cent. The average was 38 per cent, and the proportion of neutral losses tended to increase. Such severe losses, together with the loss of life suffered at Germany's hands, far outbalanced any inconvenience imposed by the Allied blockade.

Not a single neutral vessel had been destroyed by Allied action.

Achievements and Progress of the R.A.F.

SIR KINGSLEY WOOD, Secretary for Air, in a speech in the House of Commons:

Already the aircraft of the Bomber Command and of the British Air Forces in France have carried out by night and day over 1,000 sorties well into German territory. Our fighters in France—a great many of them in action over the Siegfried Line—have taken off more than 2,000 times for patrol, pursuit and combat. Already, without a single loss on our side, our Fighter Command has brought down some 40 German aircraft round our coasts, and we know that many more of the enemy have been forced down in neutral territory or in the sea on their return flights.

Units of the Coastal Command have now flown more than 5,000,000 miles on reconnaissance or convoy duty. Since the outbreak of war they have sighted submarines on more than 100 occasions, and have delivered more than 60 attacks. More than 700 convoys have been successfully escorted by aircraft of the Command. . . .

Figures of personnel must remain secret, but I can safely give one figure which provides a general indication of our progress. When I introduced the Estimate for 1939, I told the House that as a result of our recruiting efforts the total strength of the R.A.F. was approaching 100,000. Today the strength of one Royal Air Force Command alone has nearly reached that figure. . . .

Production has been greatly increased. The numerical output has been doubled, but the effective increase in output has been even greater. We must take into account not only numbers, but the quality and performance of the aircraft passing into service.

The Spitfire represents double the number of man-hours spent on the Gladiator, and the same is true of the Lysander compared with the Hector, which it replaced. But these increases in man-hours are far outweighed by the great advantages achieved in operational efficiency, in range, speed, bomb load and armament. I would sooner have 100 Wellingtons or 100 Spitfires or Hurricanes than a much larger number of their German counterparts. . . .

When we take into account the progress that has been made in the formation of new squadrons, in rearming, and in the building up of reserves, it can be safely said that the fighting strength of the R.A.F. has been increased by at least 100 per cent during the last 12 months.

If and when serious attacks are made on this country considerable damage may be caused, but we need have no doubt that our people will endure with the same high courage as other peoples have recently shown. Moreover, we can be sure that the powerful and efficient air defence organization which we have built up will take a heavy toll of the enemy, and that our bomber force for their part will be both ready and able to hit hard, hit often and keep on hitting.

Combined Effort will Open Way to Peace

Tuesday, March 12

MR. OLIVER STANLEY, Secretary for War, in a speech in the House of Commons:

Twenty-five years ago this country, for the first time in its history, put a great citizen army into the field. We had at times to pay a great price for our tardiness, for our inexperience, for our lack of training and for our lack of equipment, but we carried on the traditions of the old British Army and we fought through to victory.

Today our sons in many cases have taken over the same task. I am confident they will repeat our triumphs. It is for us to avoid our mistakes. It is not alone on sea and air or land that a decision will be sought, nor will it be only military weapons which will count. Our economic and financial power will play their part too.

Only a combined effort, with no section overemphasized and with no section starved, an effort in which all our resources can be fitted, only such an effort will break the enemy's will to win and open the way to a peace which will be both just and durable. In that effort the British Army, expanded and re-equipped, will play a part not unworthy of our traditions and of our power.

French Premier on Help for Finland

M. DALADIER, in a speech to the Chamber of Deputies:

War material is not enough to save Finland, and the question was put to the French Government "Will you send men too?"

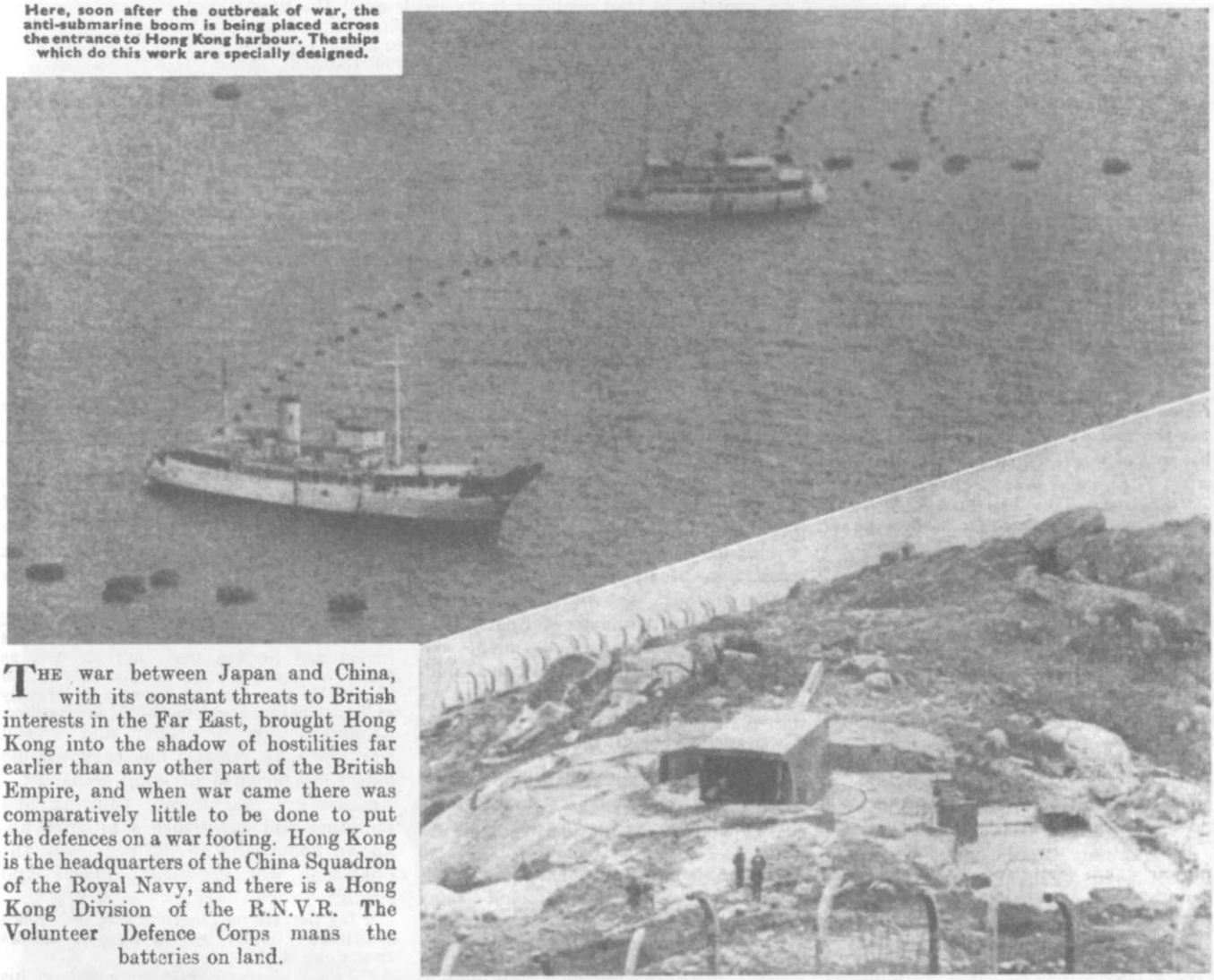
I have replied to that question that we would send men too. This decision was taken at the Supreme War Council on February 3. Since February 22 the French troops of the Expeditionary Force have been equipped and assembled. A large number of ships have been waiting ready to leave in two great ports of the Channel and Atlantic coast. The British Government, which has to bear the greater part of the assistance in men and in ships, has multiplied its efforts so that help in men can be sent to Finland. The British Government is also responsible for the naval protection of these convoys. One can realize the importance of this protection when one remembers that nearly two thousand miles separate the British from the Norwegian coasts.

The French Government has daily exercised diplomatic action in favour of Finland in neutral and friendly countries.

Help in men for Finland is possible only if Finland appeals for it. Neither the French nor the British Government has ever received a direct public appeal from the Finnish Government. At this moment I am still waiting for this appeal. Because the Norwegian and Swedish Governments would be opposed to any passage of Allied troops across their territory, an appeal to the people of the two countries was necessary. To overcome this opposition we must have with us the complete support of the greater part of the population of Sweden and Norway. That is why this appeal is immediately necessary, because even in the heat of war I do not wish my country to tear up international laws.

Hong Kong: War's Shadow on an Empire Outpost

Here, soon after the outbreak of war, the anti-submarine boom is being placed across the entrance to Hong Kong harbour. The ships which do this work are specially designed.



THE war between Japan and China, with its constant threats to British interests in the Far East, brought Hong Kong into the shadow of hostilities far earlier than any other part of the British Empire, and when war came there was comparatively little to be done to put the defences on a war footing. Hong Kong is the headquarters of the China Squadron of the Royal Navy, and there is a Hong Kong Division of the R.N.V.R. The Volunteer Defence Corps mans the batteries on land.

Hong Kong's land defences have been immensely strengthened during the past few years in view of the unrest in the Far East. This naval gun is on a rock promontory overlooking the entrance to the harbour. Curved steel rails, placed at frequent intervals just above the foreshore, are a protection against any attempt to rush the position from the sea.

A considerable British naval force is based at Hong Kong and a constant patrol is kept up in the harbour, one of the finest natural harbours in the world. The patrol work is done largely by motor torpedo boats, three of which are here steaming in line ahead through the harbour. The ships of the "mosquito fleet" form a strange contrast to the antiquated Chinese sailing boats among which they have to pick their way.

Photos, Keystone and Associated Press

This is What Hitler Would Like to Do to Us

Intensely revealing of the mentality of Nazi publicists is the article on "The World When England Has Been Conquered," contributed by H. G. von Studnitz, a former correspondent in London and a close associate of Von Ribbentrop, to a recent issue of "Die Woche," a German illustrated weekly with a circulation of about 180,000. The most important passages are given in translation below.

"GERMANY," declared Herr Hitler in his New Year proclamation to the German people, "has one clear war aim:

"Germany, and moreover Europe, must be freed from the violence and permanent menace emanating from the England of former times and of today."

So much is in general terms; a few weeks later a German journalist, H. G. von Studnitz, dotted the Fuehrer's i's and crossed his t's in an article in "Die Woche"—an article in which he described in the clearest terms the fate which is in store for Britain if the Nazis win the war, and painted in idyllic colours the sort of world which we shall see if and when "England has been conquered."

"England," says Von Studnitz, "is the vampire of the Continent—a soulless power, maintaining her domination by sowing dissension between the peoples and exploiting the Continent for her own ends.

"Her foreign policy for the last three hundred years has been utterly ruthless, influenced by no consideration of sentimentality, and directed solely to maintaining the balance of power." Hence, **"England must be conquered so that Europe can live."**

In his next paragraphs he reviews the territorial consequences of her defeat.

The reconstruction of Europe will have to begin in Ireland, which, when "freed from British influence" and united again with the Northern Irish counties, will in a few decades reach the same prosperity as Denmark.

After a reference to Portugal, which is to be regenerated by the removal of the "golden chains" by which she is attached to Britain, we come to Gibraltar. "So long as Gibraltar is in English hands the freedom of the Mediterranean will remain dominated by British considerations. The right of Spain to Gibraltar is geographic, ethnographic and moral. Since the time of Napoleon Spain has had no conflict with another European power, and can thus guarantee that the sovereignty of the Straits of Gibraltar would be exercised in a manner equally favourable for all the nations bordering on the Mediterranean."

Malta, too, in the new Europe will be freed from the "domination of England" and "return to the Italian motherland," when her fortifications would perform the same services for the Italian navy as now for the English Mediterranean squadron.

"In the Eastern Mediterranean a defeat of England and the destruction of British domination would mean release for many peoples"—Cyprus, for instance, "whose desire to be united to Greece could at any time be confirmed by a plebiscite." A Greek Cyprus, moreover, would "release Turkey from the pressure exercised on the Dardanelles. . . . With the breaking of English predominance in the Mediterranean, the rivalry between England and Russia for the entrance to the Black Sea and the oil of Baku would cease, and Turkey would be freed from the permanent danger of being wiped out between these two Powers as between two millstones." Britain's defeat in the Near East would also help the Arabs "to express their will, would press back the encroaching immigrant Jews and would give Palestine her independence, or make possible her union with neighbouring free Arab States."

"But," goes on Von Studnitz, rising to fresh heights of prophecy, "it is Egypt who would draw the greatest profit from a war in which Europe triumphed over Great Britain. . . . The possession of the Suez Canal and the Sudan means that Egypt is entirely delivered into the hands of England. . . . Egypt can become independent only when England has been forced to abandon her domination. Then the Sudan can return to Egypt, the profits of the Suez Canal used to benefit the Egyptian State."

Sharing Out Our Empire

Now his attention is turned to the British dominions in America, Asia and Africa. First, he suggests that the Argentine would no longer allow herself to be deprived of the Falkland Islands lying immediately in front of her coast, or of the South Shetlands and Grahamland. Then, he proceeds, it would be understandable "if Brazil and Venezuela made claims to British Guiana, and if Venezuela and Dominica shared the British Antilles. Cuba and the United States could come to an agreement over the Bahama Islands, and probably the Stars and Stripes would fly also over Bermuda. The British Dominions would have other possibilities. So far as they feel themselves strong enough, they could proclaim their independence, or, like Canada and perhaps Australia, could seek union with more powerful neighbours. It is to be supposed that South Africa would loosen her connexions with a beaten England. The victory of Europe would permit to the Indian people the formation of a new order at home, and the foundation of their own State. . .

"The African colonies would be open to all the progressive nations of Europe. . . . The surplus of strong, young people in Central and Eastern Europe would, like the ancestors of the Boers, be diverted to Africa and build up a new life."

Turning from the political to the economic sphere, Von Studnitz maintains that the economic consequences of **a British defeat would be of almost incalculable benefit for Europe and the world as a whole.**

"The end of British world domination means the end of many raw material monopolies: the end of the British pound as a world currency means the division of these riches among a great number of peoples, and thus an enrichment of the whole world. . . . Instead of capital it is once more labour which will be exported, and the people which will go the furthest is the one which has the greatest industry and the best ideas.

"Today exactly the contrary happens; the average Englishman works far less than the Continental, has far more leisure and practically no ideas.

"Equalized and made free from England," he continues in rhapsodical strain, "Europe will once more exercise her historic rule of leadership so that it will no longer need to feel ashamed before America. . . .

"The culture of all quarters of Europe will be united: in Berlin we will be able to eat Italian and Serbian food, just as well as French or Russian; and in France one will be able to buy German cameras as cheaply as French perfumes can be bought in Hungary. Administrative frontiers and racial frontiers may remain, but they will no longer be political dividing walls. . . . Architecture and music, painting and sculpture will experience a hitherto unknown boom, and all the peoples of the Continent will mutually fertilize and stimulate each other.

"The German will, together with the French and Italian worker, go on pleasure cruises around the world.

"The peasant in Bulgaria will have his motor-car, just like the peasant in Poland his radio. Europe, released from the pressure of England, who always sows dissension, will no longer dissipate her powers in war, but will gather her powers together and found a new and golden age in creative ascent."

Not Necessarily Destroyed!

There is not much consolation for us in the remark that **"the shaking off of the British yoke and the replacement of British world domination by a community of nations with equal rights does not mean necessarily the destruction of England. An England which bends to European discipline and which is willing to contribute to the development of Europe, without destroying it, will not be excluded from this community."**

So to this specious scribe the war in which we are engaged is "once more to give Europe her independence and abolish the hegemony of England, so that Europe may survive.

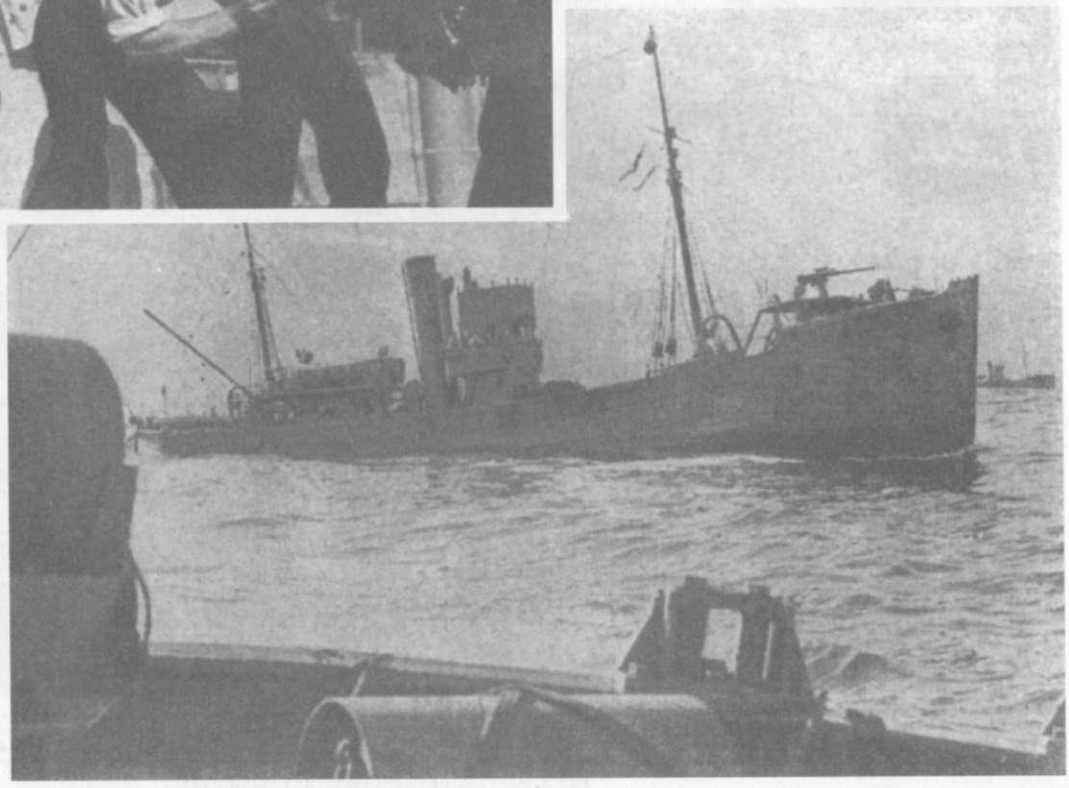
"In this war it is not England and France who are fighting against Germany, but Germany who is defending European freedom against the attempt of Great Britain to make Europe finally one of her Dominions. This attempt must fail, for the world can certainly survive without England, but never without Europe."

Even in Table Bay They Sweep for Mines

As is the case with British mine-sweepers, many veteran seamen are among those who form the crews of the South African sweepers. Here one of them contemplatively watches the sweep wire to see if it has made a "catch."

WHEN she declared war on Germany South Africa had but a very small Fleet, consisting of two mine-sweepers, the "Crassula" and "Kommetje," of about 250 tons each, while two 70-ft. motor torpedo boats were on order. These ships are manned by the South African Naval Service. Their purpose is, naturally, purely defensive, and for the protection of her trade routes South Africa relies entirely on the British Navy.

The ships engaged in mine-sweeping in South African waters are armed against possible enemy attack. Here the crew of one of them are at practice with their gun.



Since the outbreak of war South Africa's two regular mine-sweepers have been reinforced—trawlers, as in home waters, being employed in the work. Right, ships are opening out in Table Bay to take up their position for a sweep.

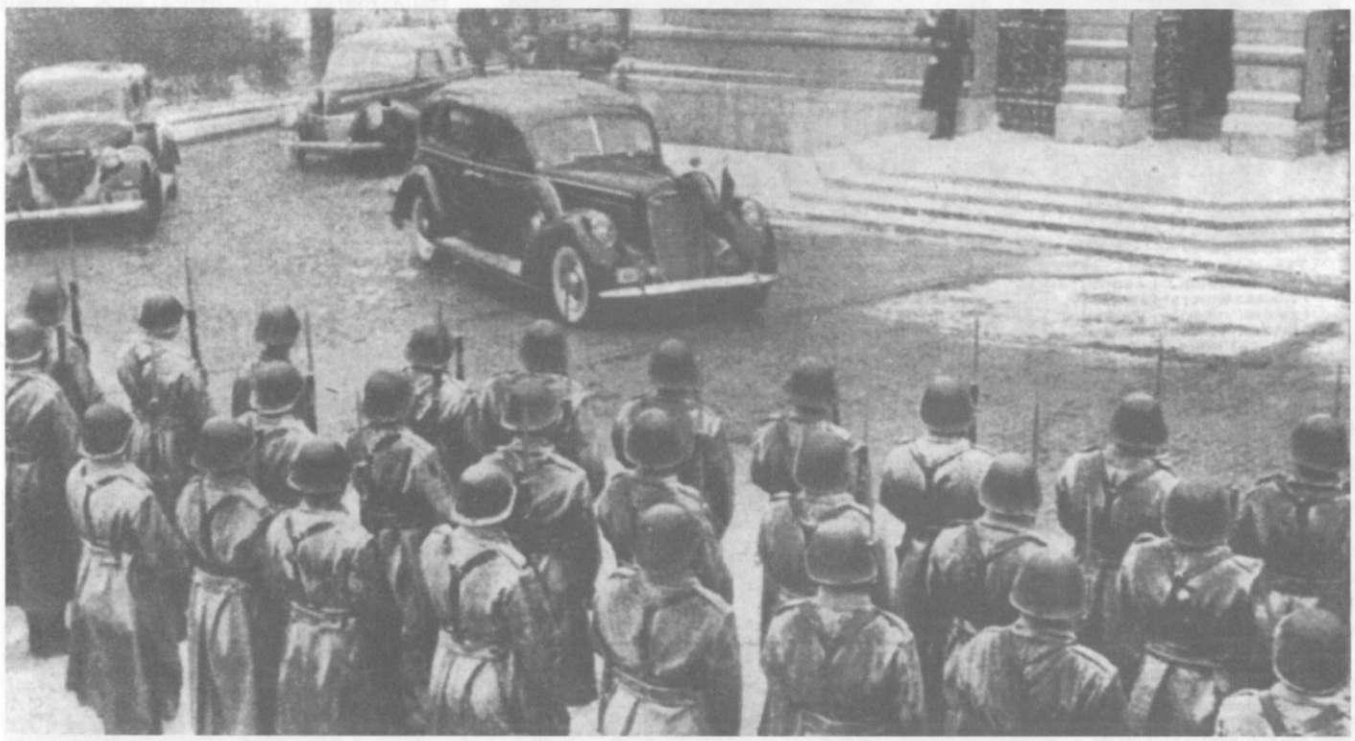
Photos, Sport and General

King Carol Raises the Ban on the Iron Guard

Reading the Royal Message at the opening of the new session of the Rumanian Parliament on March 7 is King Carol II of Rumania (left). On the right he is seen leaving the Parliament buildings, and behind him is his son, Crown Prince Michael, whom he succeeded on the throne in 1930 when he returned to Rumania after some years abroad.

SEVERAL times in the last few years the Iron Guard, as Rumania's Fascist organization is called, has been violently purged, the last occasion being after the assassination on September 21, 1939, by Iron Guard terrorists of M. Calinesçu, the Rumanian Prime Minister (*see* page 136, Vol. I). The statesman's assassins were publicly shot, and their bodies left exposed for forty-eight hours for everyone to see.

Yet only six months later, on March 16, 1940, the Iron Guard was rehabilitated by order of the Rumanian Government—which means King Carol. A general amnesty was extended to all its past or present members; expelled Iron Guardists were offered reinstatement with honour in the public services; and it was even announced that damages and pensions were to be paid to the widows of all killed or executed Guardists—including those of M. Calinescu's murderers. These steps were justified on the ground that they were part of a policy of internal pacification.



Since the development of the Rumanian Iron Guard into a terrorist organization, King Carol has been one of the most heavily guarded of Europe's rulers, but when he drove through Bucharest to open Parliament on March 7 some relaxation of the police measures for the control of the crowds was remarked. All the same, however, Rumanian soldiers were much in evidence in the immediate vicinity of the Parliament building, as may be seen from this photograph of the King's car arriving. Circle, M. Tatarescu, who became Prime Minister of Rumania on November 24, 1939.

Photos, Keystone, Sport & General, and Planet News

The Evil Things We Fight—2. The Law of the Jungle

German justice was once famed for its quality in theory and in practice, and under the Weimar Constitution in particular the code of legal administration was revised in the light of modern ideas. But all that went by the board when the Nazis seized power and at once prostituted justice to their own nefarious ends.

NOTHING is so difficult for the citizens of a civilized country to understand as the "rules" applying to the meting out of justice under a dictatorship like that of Hitler. Indeed, it is not true justice that prevails in the Reich, but a gruesome caricature of the legal system, and nothing has weighed more heavily upon the minds of all decent elements of the German population itself than the acquiescence of their formerly highly respected judges in that perversion of a noble task. For as soon as the Nazis had won supreme power they forced the justiciary to judge not according to the merits of a case or to the dictates of conscience, but according to the interest of the Party.

Innocent men, denounced by Party spies or by Party members, had to be condemned because "their attitude was contrary to the interest of the State." Children were made to testify against their parents in order to prove them guilty of some "treacherous" remark, the listening-in to a forbidden foreign broadcast, or negligence in complying with one of the thousand unpleasant ordinances. Civil law-suits by which a Party member tried to extort something from a non-Nazi (perhaps a "non-Aryan") were decided in favour of the Nazi, against all evidence. Wherever a superior Nazi authority instructed the Court to that effect, judgements of such draconic cruelty were rendered that all but the most "hard-boiled" Party fanatics shuddered.

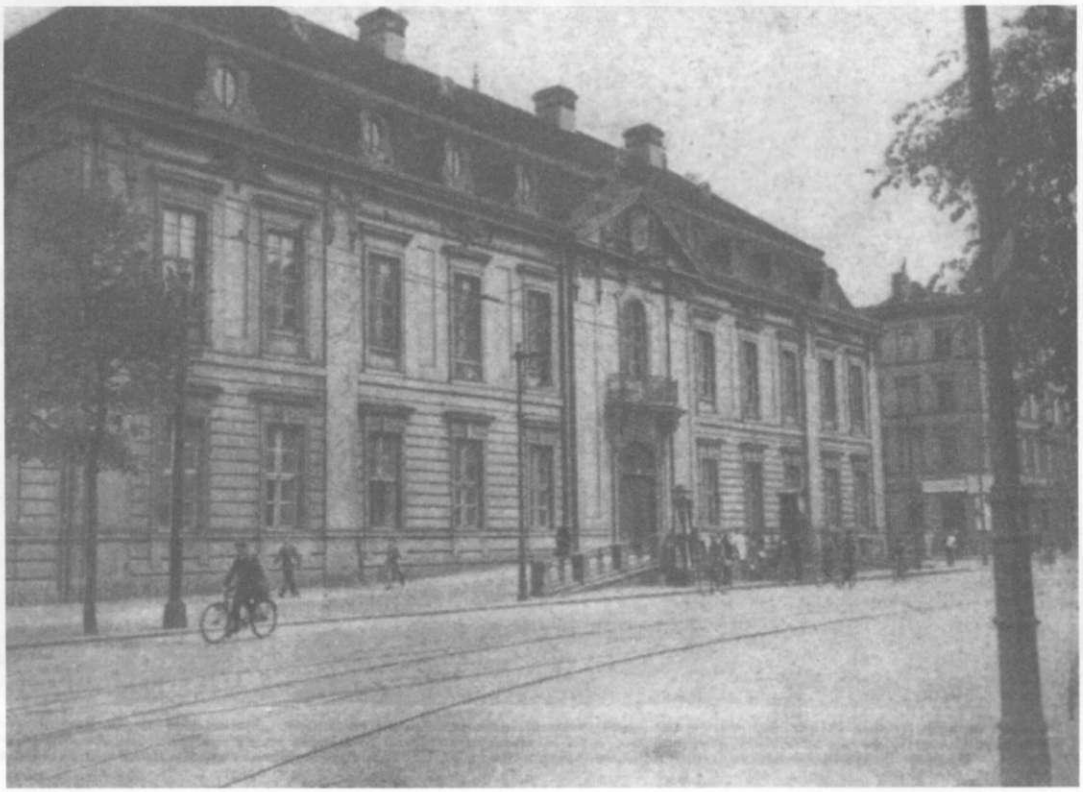
Whenever such judgements failed to deliver the accused to the executioner's axe or to perpetual penal servitude, the concentration camp had to complete the task. It did so with a devilish thoroughness, upon victims committed to its mercy without any legal procedure, without a possibility of appeal, and for a period depending upon the arbitrary power of the gaolers, or upon the victims' physical and mental power of resisting continued torture. Except in the cases of Jews, Communists, pacifists or objectors on religious grounds (when no trial or pretext was deemed necessary) this internment after serving a sentence was decreed in order that the prisoner might be "trained in citizenship," or with some equally ridiculous pretext. Though in the first six months of the war only some 70 sentences of death were pronounced, including 18 for high treason or espionage, and five for resistance to military or civil superiors, dozens have died every day for years under the cudgels or boots of their guards, on the electrified barbed wires of the concentration camps, or by being "shot when trying to escape."

Nazi 'Law' Means Mass Execution

For want of an adequate designation we have come to speak of the "law of the jungle" when alluding to this so-called system of justice in Hitler's Germany. Yet wild creatures are not wantonly cruel when killing for food. Nor does this natural instinct apply to the wholesale destruction of another species as the Nazis obviously try to bring it about, in the case of Czechs and Poles, in order to win "living space" for themselves.

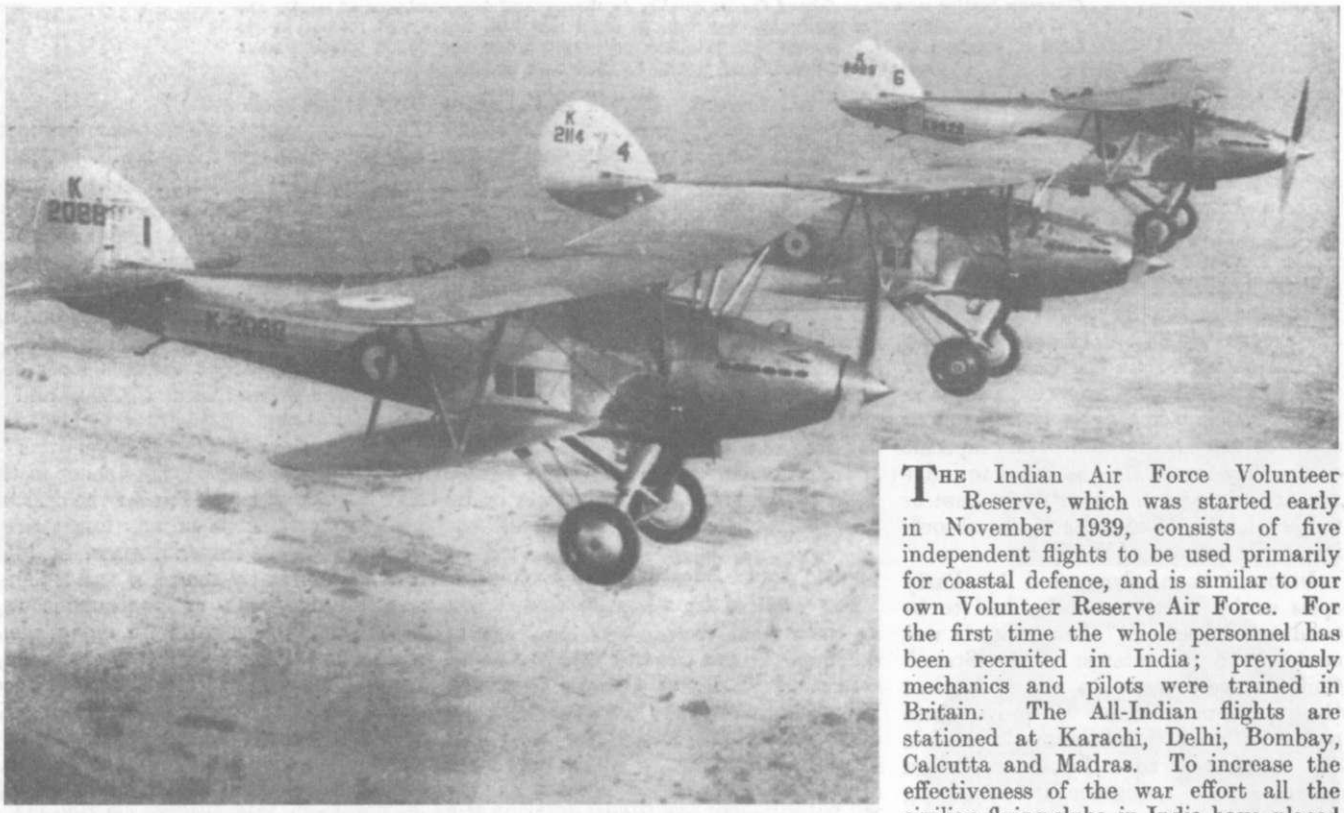
The means to that end include mass executions on the flimsiest pretext. For physical violence, resistance offered by a single individual, the population of an entire village is decimated; a few shots by a sniper spell doom for a whole town. The confiscation of all property, including cattle, stocks of foodstuffs, etc., may condemn large numbers of the population to slow starvation, even to death by privation and exposure. In the case of Polish, Czech and Austrian Jews the process was simplified by driving them into a clearing in the woods surrounded by swamps, depriving them beforehand of everything except victuals for a few days, a suitcase with clothes, and a blanket.

Germany in pre-Nazi days was a country where absolute confidence in the Law prevailed, even if under the difficult post-war conditions it was less strictly observed than in Imperial times. Statute-law was extremely complete and modern, and the infliction of punishment was humane. The judges were independent and irremovable; no government authority had the right to interfere with their decisions. The Nazis, by abolishing all this and by outbidding in cruelty and persecution even the tyrants and despots of antiquity, have disgraced the whole record of our times. In that crusade for humanity undertaken by the democratic nations one of the most important tasks is to efface this blot once and for all and to re-establish in the heart of Europe a regime under which even the lowliest may live in freedom under a humane and justly administered Law.



Berlin's Superior Court of Justice in the Lindenstrasse celebrated in 1935 200 years of law fairly administered. Under Nazi rule its justice since 1933 has been limited to civil, non-political cases in which the Gestapo has no interest.
Photo, Wide World

Young India Takes to Its Wings for Empire Defence



THE Indian Air Force Volunteer Reserve, which was started early in November 1939, consists of five independent flights to be used primarily for coastal defence, and is similar to our own Volunteer Reserve Air Force. For the first time the whole personnel has been recruited in India; previously mechanics and pilots were trained in Britain. The All-Indian flights are stationed at Karachi, Delhi, Bombay, Calcutta and Madras. To increase the effectiveness of the war effort all the civilian flying clubs in India have placed their resources at the disposal of the new air force and pilots who hold the necessary licences have been asked to serve.

Anxious to help Britain in her war effort, the young men of India have taken to the air. Instructors at the Risalpur Air Training School have found their pupils, mostly young barristers, students and men in good commercial jobs, very eager and apt. In the top photo advanced pupils are flying Hawker Harts in formation, while below the instructor explains a knotty problem with the aid of a model of a Blenheim bomber.

Photos, Keystone

We Scored a Direct Hit on a U-Boat

On March 13 the Air Ministry announced that during a reconnaissance flight over Heligoland an R.A.F. bomber had successfully attacked a German submarine at the entrance to the Schillig Roads. A brief account of their exploit is here told by members of the crew of the aircraft in question.

THE scene of the attack—the mouth of the Schillig Roads—was not far from the spot where another U-boat had been bombed and destroyed by the R.A.F. a week earlier.

The German submarine was proceeding slowly along the surface when it was sighted by the aircraft, which had just emerged from a low layer of cloud.

The 'plane immediately attacked, dropping four 250-lb. bombs, one of which was seen to hit the vessel quite close to the conning-tower. Another hit is also believed to have been registered on the boat.

Another British 'plane engaged on reconnaissance a few hours later saw a number of patrol vessels in the area where the attack had been made.

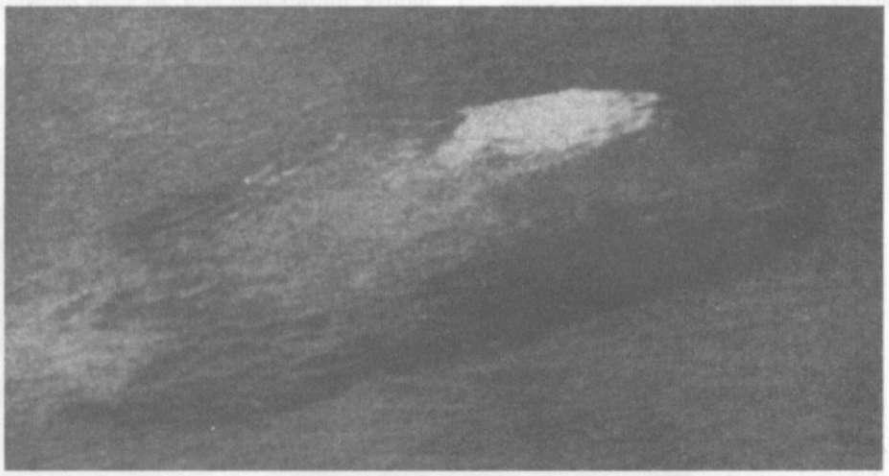
The sergeant-pilot responsible described the attack. He said:

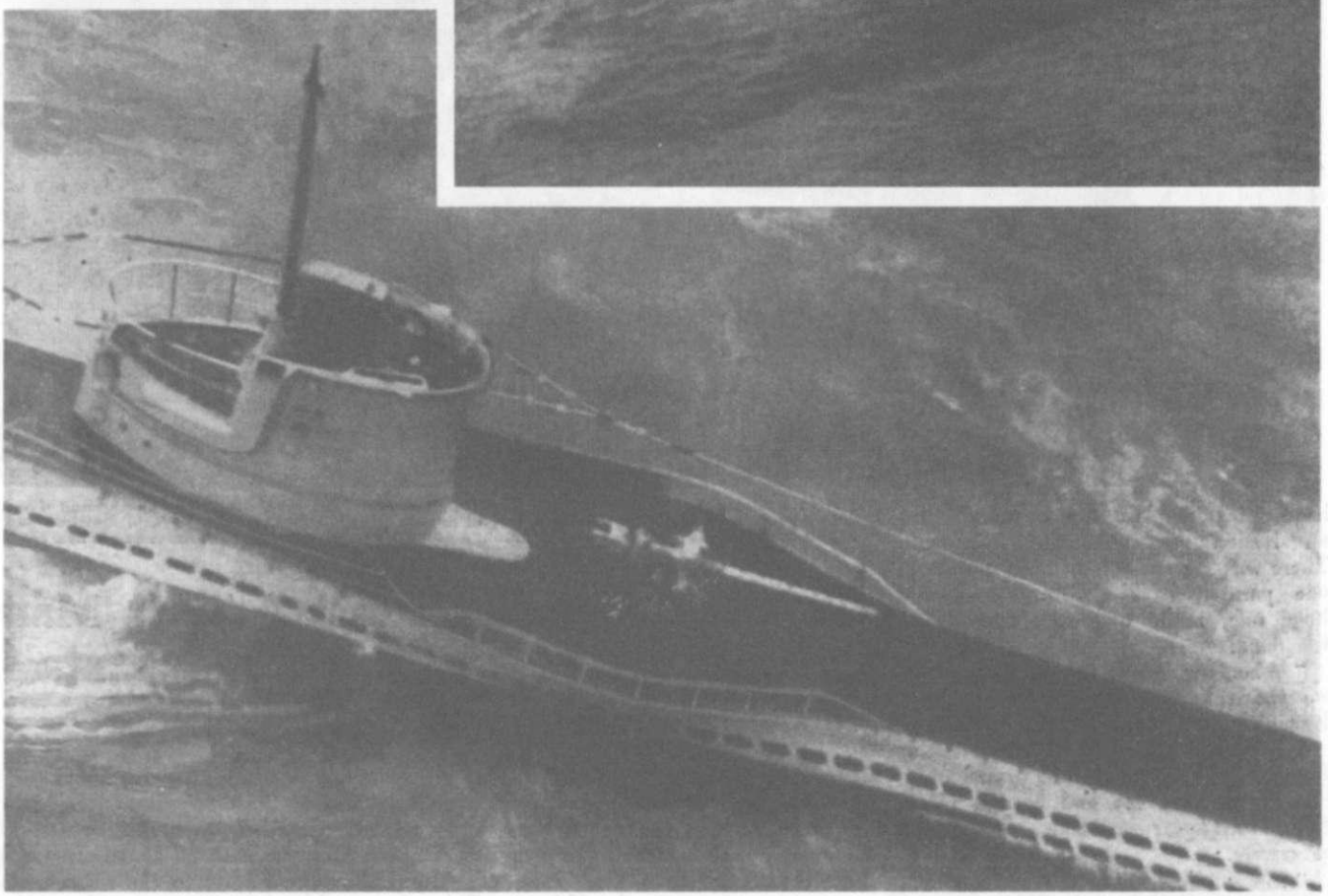
"The submarine was only a few miles from the shore. We had to act quickly or she might have crash-dived and got away.

"We attacked the U-boat from directly astern. The first three bombs seemed to miss by a narrow margin, but our air gunner, who was looking back out of his turret, saw the fourth bomb register a direct hit, striking the submarine between the stern and the conning-tower. The submarine must have been split in two.

"As soon as we had launched our attack we turned to the right to have a look at the result. It was a sight worth seeing. None of us had any doubts that our last bomb had done the trick."

The air gunner said: "I saw two parts of the vessel sticking above the water. All I could see in between was a patch of disturbed water."





These two pictures were taken by the crew of one of our patrol bombers when they attacked a U-boat which was just about to dive at the mouth of the Schillig Roads (see story in this page). The lower picture was taken a few moments before four 250-lb. bombs were dropped, one scoring a direct hit just aft of the conning-tower, and the picture above was what our bomber crew saw after the attack.

Photos, British Official: Crown Copyright

I WAS THERE!

We Had a Surprise From Our Friends

Even the ships of the Nazis' friends are not exempt from their air attacks, for the Italian collier "Amelia Lauro" was bombed off the east coast of England on March 7. A vivid account of the outrage by the captain of the ship is published here by arrangement with the "Daily Telegraph."

IT is believed that a new type of bomb was used by German air raiders in their attack on the "Amelia Lauro." Survivors stated that the bombs dropped by the attacking aircraft contained a number of smaller incendiary bombs.

These did not go off at first, but nearly an hour after the attack there were explosions in various parts of the ship. Four bombs hit the ship, killing one man and wounding three others.

Survivors were picked up by another Italian ship, the "Titania," and brought into an East Coast port.

Capt. Massimiliano Lepaci, whose home is at Fiume, gave a vivid account of the attack. He said:

"The pilot of the 'plane could hardly have mistaken us for anything but an Italian ship unless he was mad. There was an Italian flag at the stern, one painted over No. 2 hold, and a huge one, made of wood, floodlit, on the deck.

"When the 'plane first came over us, we thought it was a British machine keeping a friendly eye on us.

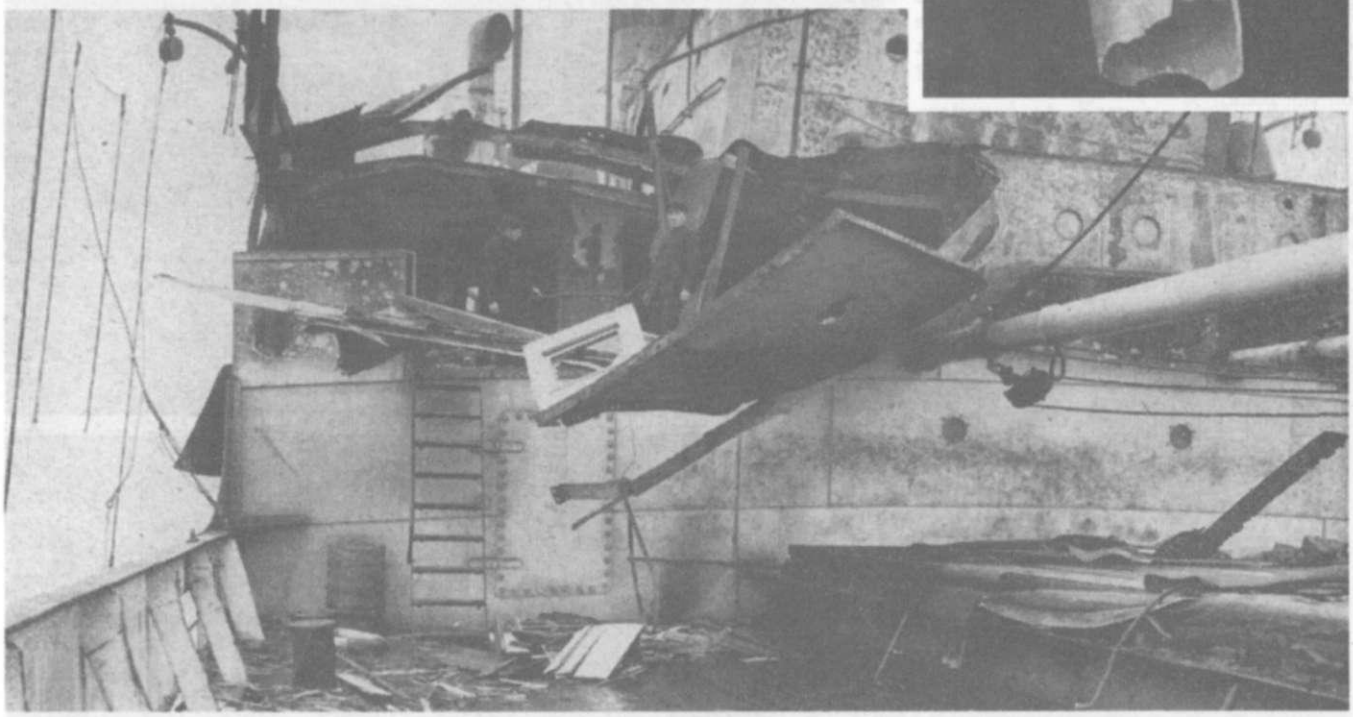
"It flew away, but came back at funnel height, and began to drop bombs. The bridge was hit and carried away, the steering-gear smashed and the ship set on fire.

"The wireless aerial was also put out of action, and the wireless operator was wounded. He could do nothing, but the bosun and some of my men rigged up another aerial. This enabled us to send out S O S messages.

"Another Italian vessel, the 'Titania,' came alongside and we rowed to her."

Capt. Lepaci said the "Titania's" captain told him he could hear "loud popping noises" coming from the "Amelia Lauro." "I could hear them myself," said the captain. "It seemed to me that the Germans had dropped one bomb with several small incendiary bombs in it." He added that it was a "surprise from our friends."

One of the engineers said: "The 'plane could not make any mistake about our identity. Our name and flag were brilliantly illuminated and we were showing many lights. We were not in any convoy."



The seriousness of the damage done to the "Amelia Lauro" can be seen from this photograph of her deckhouse and bridge taken after her arrival in port. Right is her skipper, Captain Massimiliano Lepaci, with a British naval officer, examining a part of one of the bombs, believed to be of a new type.

Photos, Daily Mirror and Planet News

Our Shells Certainly Reached Their Mark

Surfacing about a mile from what was evidently considered easy prey, a German submarine was immediately attacked by two armed trawlers. So deadly was the firing of the fishermen that the U-boat was either sunk or crash-dived to escape. The fishermen's story of their triumph is here reprinted from the "Manchester Guardian."

THE trawlers returned unexpectedly to port on March 11. The ships should not have returned until the following week, but they had had to chop away their fishing gear so that they could manœuvre to engage the U-boat. The gun crews of the trawlers included two brothers, one in each ship.

"We were fishing at dusk one evening," one of the crew said. "Suddenly we were startled by a shot which fell about fifty yards ahead of us. Instantly our thoughts turned to the thirty-seven of our shipmates in unarmed trawlers who had been murdered by U-boats. There were no second thoughts. It was a

I WAS THERE!

case of man the gun. We could not do anything with our fishing gear impeding us, so we ran for axes and chopped through the wires so that our gear fell on the sea bottom and we were free to manoeuvre.

"We slewed round so that the submarine was astern of us, for our gun is mounted aft. At the same time our skipper got on the wireless telephone and broadcast that we were being attacked and gave our position.

"We tore the coverings from our gun and opened fire. Evidently the submarine was surprised at the hot reception it got. While the gunners were sweating, some of the crew were handing up shells and we were ramming them home as fast as we could. Meanwhile others were getting ready the small boat in case of emergency. If the submarine could have separated us it might have been easier for the Germans, but we stuck together and our shells fell all round the submarine which kept on firing,

"It looks as though our attack was successful, for after fifteen minutes the submarine gave up, 'crash-dived,' and disappeared. Throughout the action we were zigzagging, and this, of course, made our firing more difficult. We are confident that at least one shell found its mark, but the firing from both trawlers was excellent. We continued firing until the light failed, but the submarine did not come up again. During the action one of our crew was shouting, 'Remember what Churchill told the lads of the "Exeter" and the "Ajax": Have another go at 'em.'"

Mr. George Leonard Westerden, 1st Engineer of the "Northern Spray," who was awarded the Distinguished Service Medal for the gallant conduct described in this page.

Photo, Neuenschwander

We Chased a U-Boat and Destroyed It

A remarkable feat was performed by an armed trawler which, by working her engines up to unprecedented speed, overhauled a U-boat and destroyed it. Here we give, by arrangement with the "Daily Telegraph," the story of the chief engineer of the trawler.

It was disclosed on March 14 that an armed trawler had sunk by gun-fire a U-boat which had been forced to the surface by the explosion of depth-charges. For gallantry and devotion to duty, the chief engineer of the trawler, Mr. G. L. Westerden, of Blackpool, was awarded the Distinguished Service Medal.

While home on leave Mr. Westerden refused to disclose the circumstances that led to the award, but after he had rejoined his ship his father revealed them.

"The ship in which Len was serving was on patrol when their hydrophone told of a lurking submarine," he said.

"They dropped depth-charges with such excellent effect that in a short time the trawlermen saw their prey slowly surfacing. The U-boat evidently had been so badly affected by the explosions that she was unable to remain submerged.

"As soon as she came up her gunners opened fire. But the trawler gunners were at their stations and the fight began.

"The submarine, believing that she could outdistance her opponent, set off at full speed to escape back to Germany. The fight went on without break with the submarine working up to 16½ knots.

"The trawler had never before exceeded 15 knots. She was hit by the U-boat's shellfire several times and sea began to flood the engine-room.

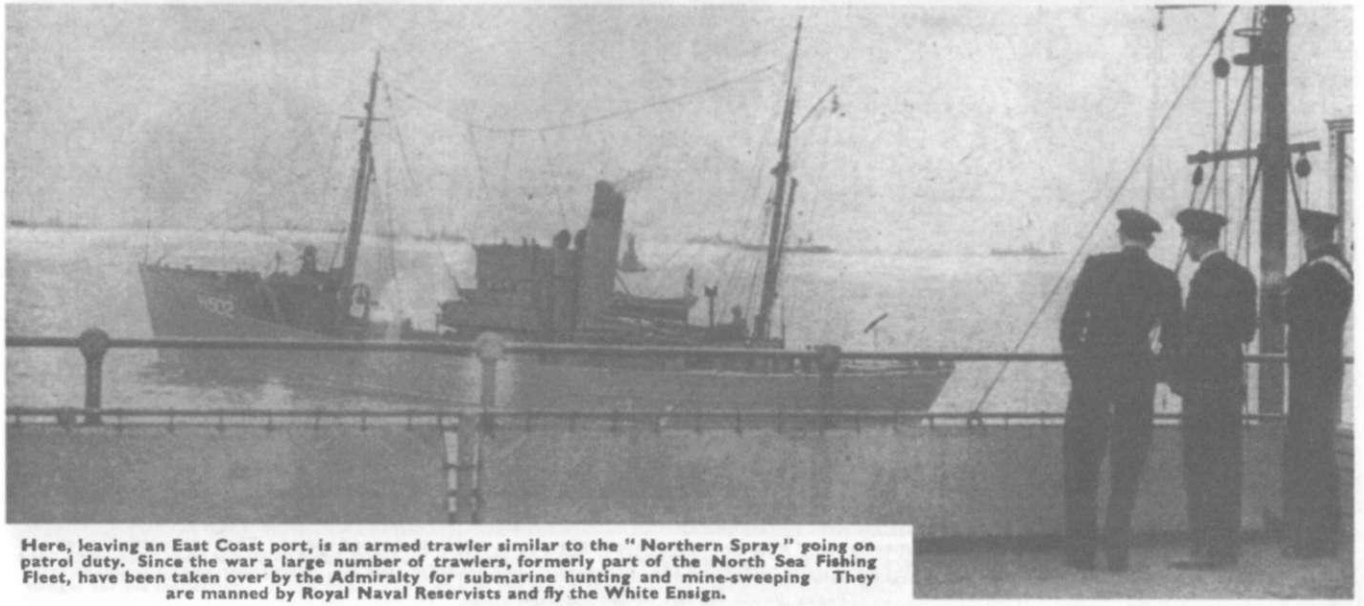
"Determined not to lose his quarry, the captain himself went below to find my son struggling in water that had risen almost to his knees.

"If the submarine were not to escape more speed was essential, and it appears that Len did so well that they have seen fit to decorate him. Numerous adjustments were made, and the trawler's speed increased to 15½ knots, then 16 and finally she was doing 18½.

"But the crew expected every minute that the ship's bottom would fall out. The vibration was terrific, and it could be seen that the engine foundations were shifting. The position was extremely dangerous, and no doubt the whole crew risked their lives.

"Throughout the chase the vessels were pounding each other with shells. Closer and closer the trawler drew until she got within a fully effective distance and sent the submarine to the bottom with gunfire. There were no survivors.

"Although in a sinking condition the trawler remained in the vicinity for some time. She even hung about in the dense oil patch created by the wrecked U-boat. Then, battered and damaged, she reached her base, and her dangerous condition was fully revealed to the crew, who found the engines had shifted 5 inches."



Here, leaving an East Coast port, is an armed trawler similar to the "Northern Spray" going on patrol duty. Since the war a large number of trawlers, formerly part of the North Sea Fishing Fleet, have been taken over by the Admiralty for submarine hunting and mine-sweeping. They are manned by Royal Naval Reservists and fly the White Ensign.

I WAS THERE!

How We Landed in Germany by Mistake

One of the most astonishing stories of the aerial war was told on March 17, when it was revealed that a British aeroplane on a night flight over Germany actually landed in enemy territory. Here we give the first-hand story of the pilot, who speedily took off again on discovering his mistake and landed safely in France.

"We were flying at about 18,000 ft. above a cloud formation," said the pilot, "and we judged by our wireless instruments and estimated time of arrival that we could not be very far from home. We were very short of petrol.

"I saw a hole in the cloud and came down. There were rain clouds covering the hilltops. When I came down to about 500 ft. an anti-aircraft battery fired a warning shell near us. I put on the navigation lights, gave a recognition signal and put down my wheels. There was no more firing.

"We landed in a field which sloped up slightly at each end. We unloaded the guns, stopped the engines, and all got out to go to meet the little group of peasants who were running towards us.

"My companion said to one of the peasants. 'C'est France, n'est-ce pas?' The peasant shook his head uncomprehendingly. 'Luxembourg, alors?' The peasant pointed to another of the group and said: 'Französisch' (French).

"The officer approached the other peasant and asked again, 'C'est France, n'est-ce pas?' The peasant said in French with a strong German accent. 'No, sir, this is Germany; the frontier is about 20 miles away,' and he pointed west.

"Like one man we turned and bolted for the machine. Other figures were hurrying towards us from the far end of the field. We started the engines in a flash and without pausing to thank anybody we got going.

"The rear gunner reports that the people at the other end of the field opened fire on us as we were taking off.

"We did not land again until we were quite sure we were in France. The first certain clue we had was an advertisement for a popular French aperitif. Even when we did land four of us stayed in the machine with the engines running and the guns still loaded, while we called on our French-speaking expert to make certain.

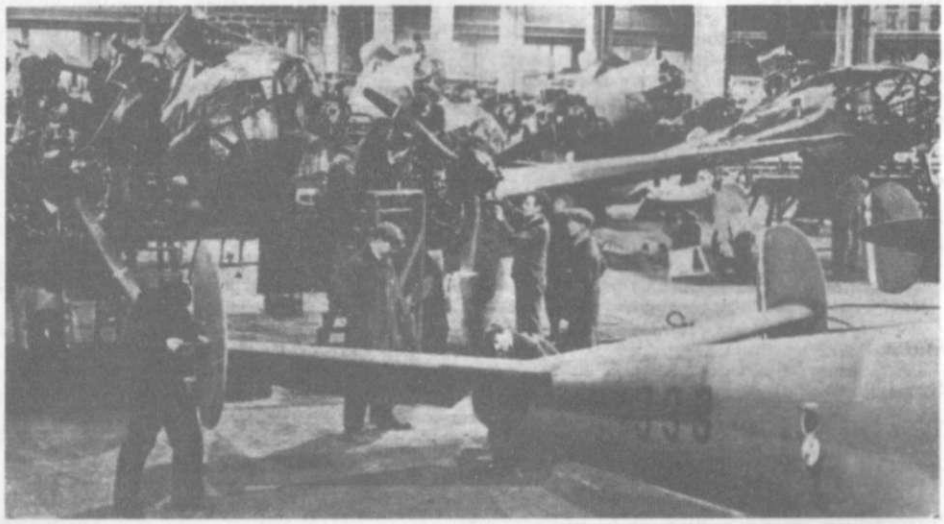
"Well, here we are again. In all we were on German soil for fully 15 minutes."

Fine fellows indeed are the men who defend Britain's skies against the Nazi air-raiders and night after night fly for hundreds of miles across Germany. All too often their bravery is denied individual mention, and even to these photographs we are unable to append names. They are mostly "week-end pilots," i.e. men who learnt to fly in their spare time. Top, right, an Aylesbury pilot; centre left, a mechanical engineer from Newcastle, and (right) a fighter pilot holding his oxygen mask; below, a Sunderland timber merchant, and (right) a Stockton-on-Tees electrical engineer.

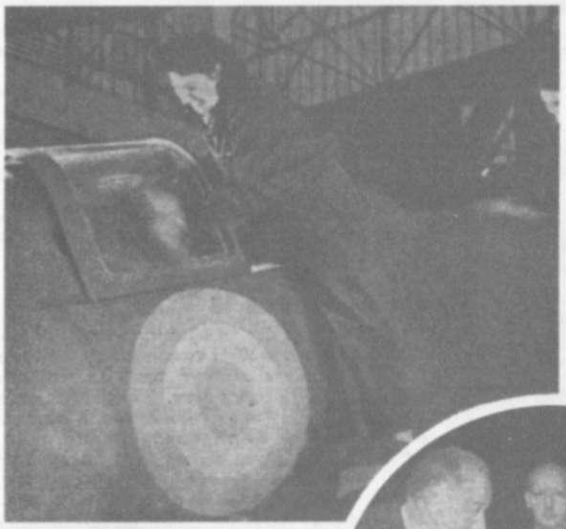
Photos, British Official: Crown Copyright

Mamzelle Helps to Put France's Air Force on Top

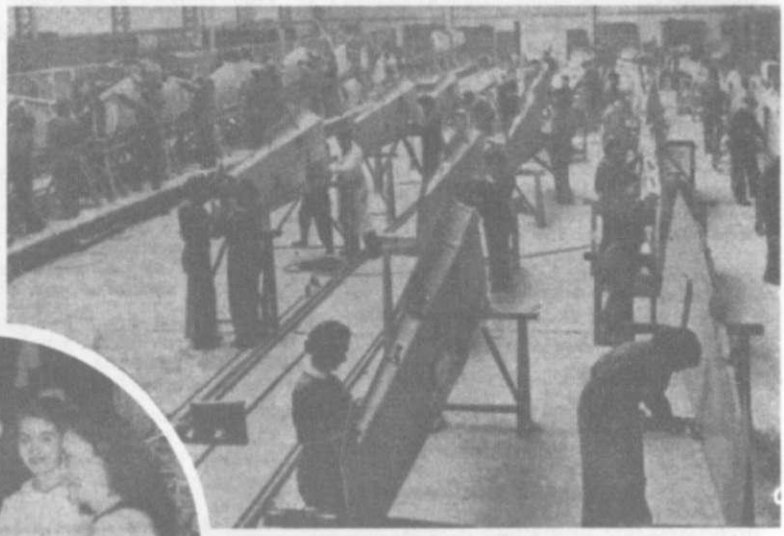
The labour in French aircraft factories has been largely "diluted" with women workers. Here one of them is skilfully handling a small riveting machine.



In one of the shops of a French aircraft factory a great array of machines is receiving final touches. In the centre of the photograph one of the twin engines of a fighter bomber of the latest type is being adjusted.

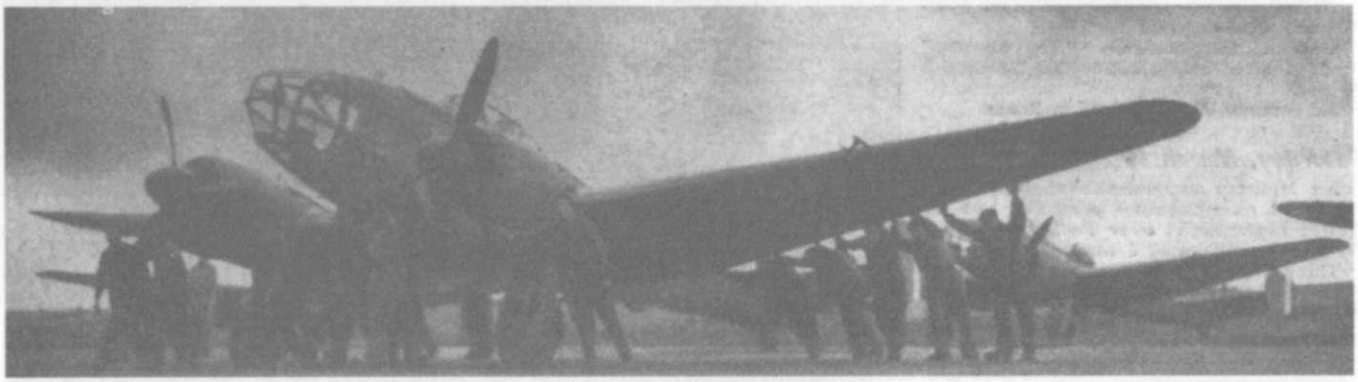


Finishing off the cockpit is work that women can carry out as well as men. That is the task upon which the smiling young woman in overalls (above) is engaged.



Another woman's job in this French aeroplane factory is finishing off the rudders. During a visit to the factory President Lebrun (centre) spoke some words of appreciation to the women workers.

At the outbreak of war the output of French aeroplanes was not so good as might be wished, but a magnificent response was at once made by aircraft industry to the call for more and more machines. They were very soon being produced in great numbers. Women, as the photographs in this page show, are employed in large numbers, and many of them have become skilled mechanics and are paid the same rate of wages as men.



The rapid growth of the French Air Force, or l'Armée de l'Air, is largely due to the exertions of the Air Minister, who has made constant visits to aircraft factories and aerodromes, to note progress and to encourage the workers. Here a recently finished aeroplane is being brought out of the hangar for his inspection. It is a Potez 63-11, one of the latest three-seater reconnaissance fighters. It has two 670-h.p. Hispano Suiza radial motors.

Photos, courtesy of the French Embassy, and Central Press

OUR DIARY OF THE WAR

Wednesday, March 13, 1940

Finnish Foreign Minister, M. Tanner, broadcast official confirmation of peace agreement and its terms. Later he announced that Finland, Norway, and Sweden are to discuss formation of defensive alliance.

Fighting continued on nearly all Finnish fronts **up to 11 a.m., when hostilities ceased.**

Statements on Russo-Finnish peace aims were made in both Houses of Parliament by Lord Halifax and Mr. Chamberlain.

H. Guenther, Swedish Foreign Minister, defended his policy of neutrality in Riksdag.

Nazi coal ship "Eschersheim" sank off Danish Jutland coast, either mined or scuttled.

Mr. Sumner Welles left London en route for Rome.

Thursday, March 14

Finnish delegates arrived in Helsinki from Moscow, bringing text of peace treaty.

Swedish Foreign Office announced that Sweden had promised Finland to examine possibility of making defensive alliance between the two countries. Similar promise had been given by Norway.

Evacuation from ceded areas **began in Finland.** Estimated that 470,000 persons will have lost their land and homes.

French Senate held a secret session devoted to discussion on Finnish situation.

Reported that three fishing trawlers had beaten off with machine-gun fire three Heinkel bombers in 70-minute fight in North Sea.

Legislative Council of Hong Kong agreed to offer monetary gift of £100,000 to the Imperial Government for war purposes, and also to build two mine-sweepers and four harbour defence craft.

Mr. Sumner Welles arrived in Paris. He had a talk with M. Daladier before leaving for Rome.

Friday, March 15

Finnish Diet ratified treaty with Russia. M. Ryti said that Allied help had not been sought because that would have involved Finland in major European war.

Russian troops began moving into ceded areas of Finland.

Announced that **Rumania's Iron Guard,** Fascist terrorist organization, had been **revived,** the proscribed leaders having declared allegiance to King Carol and the Government.

Mass arrests were reported from Prague, where the first anniversary of Hitler's seizure of the Czech State was being celebrated.

H.M. trawler "Peridot" sunk by striking enemy mine. No casualties.

British vessel "Melrose" sunk off Belgian coast.

British trawler "Leukos" reported overdue and presumed lost.

German merchant-ship "La Coruña" scuttled after being intercepted by British cruiser.

Mr. Sumner Welles arrived in Rome.

Saturday, March 16

Air Ministry announced that during past 24 hours reconnaissance activities had included **night flight over Polish territory** by aircraft of Bomber Command.

There was also an engagement between aircraft of Coastal Command and an enemy bomber. The latter escaped after being damaged.

Aircraft of the Bomber Command carried out reconnaissances of Heligoland Bight. Opposition was experienced from air and ground defences, but all British aircraft returned safely.

A British bomber attacked a formation of naval auxiliary vessels east of Borkum by diving from 6,000 feet and dropping a salvo of bombs.

German aircraft made a raid on fleet anchorage at **Scapa Flow,** about fourteen machines reaching their objective. Many bombs dropped, one causing minor damage to a warship. Seven casualties of naval personnel.

Bombs were also dropped on land. One civilian killed and seven wounded in village of Bridge of Waith.

Enemy were driven off, one aircraft being shot down and others believed damaged.

Admiralty announced institution of system of monetary awards to non-service personnel for information concerning enemy naval activities.

Activity of both artilleries in region of the Saar reported from the Western Front.

Stated in Paris that changes were likely in the French Cabinet.

H.M. trawler "Maida" sunk by striking enemy mine. Commanding officer and five ratings missing and feared lost.

Yugoslav ship "Slava" sunk in Bristol Channel.

Mr. Sumner Welles had conversations with the King of Italy, and with Mussolini and Ciano.

THE POETS & THE WAR

XXIV

SLEEP NO MORE

By A. A. Milne

You have not slept ? Why should you sleep
When all the unrequited dead
Rise from their lowly graves to keep
A nightly vigil round your bed ?

Heil Hitler ! These who seem to live
Are those you scourged and crucified.
Their faces frighten you ? Forgive
Their faces—that is how they died ;

Heil Hitler ! And the hand that falls
Is ugly with unhealing scars
From scratching "Justice !" on the walls,
From beating at the prison bars.

Heil Hitler ! From a conquered land
They come to herald you, for whom
A hundred thousand crosses stand
To mark your German "living room."

Heil Hitler ! On the air is borne
That doleful, thin, unending cry
Of women from their homesteads torn
And left in frozen fields to die.

They rise from long-forgotten graves,
They fill the shadows round your bed,
Dead souls of all your living slaves,
The living souls of all your dead.

How should you sleep ? That ghostly wake
Will hold you till the long night ends
(*Heil Hitler !*) and the shadows take
The likeness of familiar friends.

They greet you, they have served you well :
The bully, the corrupted youth,
The lackey with no soul to sell,
The pygmy who has murdered Truth.

—*The Times*

Sunday, March 17

Attacks made by enemy aircraft on fishing trawlers and a cargo boat. All replied with machine-gun fire and drove the raiders off.

Air Ministry announced that R.A.F. Fighter Command machines pursued two enemy aircraft engaged in attacks on shipping off east coast of Scotland. Damage believed to have been inflicted on both.

Hitler and Mussolini left their respective capitals, accompanied by their Foreign Ministers, **for a meeting** on the Brenner Pass.

French naval sources announced that reports of the destruction of two more U-boats had been received.

Paris reported marked activity of reconnaissance parties west of the Vosges.

Dutch steamer "St. Annaland" sunk by mine.

Danish trawler "Wilhelmine" sunk on Dogger Bank.

Ten thousand miners in Notts decided to forgo large part of their holidays in order to increase production of coal during the war.

Monday, March 18

Accompanied by Ribbentrop and Ciano, **Hitler and Mussolini conferred together** in a bullet-proof railway train in frontier station on the Brenner Pass. The conference lasted 2½ hours, after which the Dictators returned to their own capitals.

From Rome came report that Hitler had drawn up eleven "Peace Points," that Mr. Sumner Welles considered these unacceptable, and that Mussolini arranged the Brenner meeting to get them modified.

Sir John Simon stated that the Three per Cent War Loan recently launched had been over-subscribed.

Italian collier "Tina Primo" broke in two after explosion off South-East Coast.

British steamer "Tiberton" reported to be long overdue and believed lost with all hands.

Announced that a new organization had been created to maintain permanent liaison between British Colonial Office and French Ministry of Colonies.

Duce and Fuehrer face the photographer together at Brennero, a village in the Brenner Pass, where on March 18 they had a conference—their first since Munich, eighteen months before—which aroused worldwide speculation.